TM 4790-14/2C

U.S. MARINE CORPS TECHNICAL MANUAL

LOGISTICS SUPPORT FOR MARITIME PREPOSITIONING SHIPS (MPS) PROGRAM MAINTENANCE AND MATERIEL MANAGEMENT

MARINE CORPS SYSTEMS COMMAND
QUANTICO, VA 22134-5010

FOR OFFICIAL USE ONLY

FEBRUARY 2000
PCN 182 047902 00

DEPARTMENT OF THE NAVY
Headquarters, U.S. Marine Corps
Washington, DC 20380-1775

29 February 2000

1. This technical manual (TM) is effective upon receipt and provides information and furnishes instruction for the conduct of the Maritime Prepositioning Force (MPF) Program.

2. TM 4790-14/2B is hereby superseded.

3. This TM is consistent with MPF Planning and Policy Manual, MCO P3000.17, and the NAVMC 2907 (MARITIME PREPOSITIONING FORCE (MPF) PREPOSITIONING OBJECTIVE (PO)). It is applicable for all Marine Corps commands involved with the MPF Program. This TM's maintenance and materiel management focus has principal application for supporting commands; however, critical portions of the manual have direct application to the operating forces. These portions are noted as follows:

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NOTE
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This highlighting method is utilized in order to alert Marine Air Ground Task Force (MAGTF) staff officers of procedures and guidelines that will be particularly beneficial to them during planning for maintenance cycles, exercises, and contingency operations.

4. Recommendations for improvements or recommended changes to this TM are solicited and should be submitted directly to the Commandant of the Marine Corps, Code LPO-2, Washington, D C 20380-1775.

BY DIRECTION OF THE COMMANDANT OF THE MARINE CORPS

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DISTRIBUTION: PCN 18204790200

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Original.....29 February 2000

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CHAPTER 1

INTRODUCTION

1-1. PURPOSE. This Manual provides logistics support procedures for the Maritime Prepositioning Force (MPF) Program.

1-2. SCOPE. The MPF Program is a fully operational Department of Defense (DOD) initiative to enhance the nation's strategic mobility. The program provides ships, divided into three geographically sited squadrons called Maritime Prepositioning Ships (MPS) Squadrons (MPSRON). Each squadron is embarked to support two Force Modules (FM). The largest FM is a 17,600-man MPF Marine Expeditionary Brigade (MEB). The smallest FM is a 2,800-man MPF Marine Expeditionary Unit (MEU). Marine Corps Bulletin 3501 series provides a notional planning Force List (F/L). Each MPSRON prepositions sufficient Maritime Prepositioning Equipment and Supplies (MPE/S) to sustain a MPF MEB for 30 days.

This TM directs logistical support actions, in particular the acquisition and maintenance of the prepositioned stocks. It does not include the operational aspects of the program such as the deployment of the MPF and arrival and assembly activities.

1-3. MARITIME PREPOSITIONING EQUIPMENT/SUPPLIES (MPE/S) CONTINUUM. The logistics support for the MPF Program can be subdivided into four phases: Acquisition Phase; Supply Phase; MPF Maintenance Cycle (MMC) Phase; and Afloat Phase. Figure 1-1 depicts the inter-relationship of these phases. The figure is designed to view the equipment associated with a single ship over the 15-20 year life of the program.

After the Afloat Phase, the ship enters its MMC Phase and then returns to the Afloat Phase on a continuing basis. The general concept for maintenance and materiel management is to provide continuous maintenance aboard ships through shipboard maintenance personnel and, through maintenance and supply support organizations, conduct a complete and thorough maintenance and replenishment of equipment and supplies during the MMC. The Commander, Marine Corps Logistics Bases (COMMARCORLOGBASES), Albany, Georgia, through his executive agent -- Blount Island Command (BICmd) -- is responsible for MPE/S maintenance and logistic support. The preponderance of that effort is contracted. The Marine Corps Maintenance Contractor (MCMC), under the stewardship of the BICmd, is an agent for the COMMARCORLOGBASES. Shipboard efforts primarily

involve the MCMC; however, the maintenance cycle responsibilities also include: Headquarters, U. S. Marine Corps (HQMC); Operating Forces; COMMARCORLOGBASES; BICmd; Military Sealift Command (MSC); Naval Air Systems Command (NAVAIR); Naval Facilities Engineering Command (NAVFAC); Naval Beach Groups (NBG); Navy Cargo Handling and Port Group (NAVCHAPGRU); and several other supporting activities.

1-4. MARITIME PREPOSITIONING EQUIPMENT/SUPPLIES (MPE/S): SINGLE CYCLE

a. General. This paragraph describes the MPE/S continuum. It examines the activities and key players in each of the four phases of a single cycle. Activities that describe the attainment, maintenance, and replenishment of MPE/S are described as a continuum because the process is continual.

b. Timelines. Figure 1-2 portrays the approximate timelines for a single MPF cycle. The Acquisition Phase can last between 12 and 60 months depending on the requirements for programming, budgeting, and production lead-time. The Supply Phase will last between 6 and 12 months depending on the time the item is first delivered to the Marine Corps and when that item is issued to the MCMC. One finite period is the portion of the MMC Phase when the ship begins off-loading equipment and supplies at the MMC site until it back loads 2 months later. However, the MMC Phase also includes the time needed for planning which precedes the initial off-load of a ship. The second finite period is the Afloat Phase. It is set at 36 months (beginning with MMC-7, this is an increase from the previously standard 30 months due to the inclusion of the MPF Enhancement vessels), which is in compliance with the U.S. Coast Guard regulations. These regulations require inspection of the hull of the ship and dry-docking the vessel after each 36-month afloat period.

c. Acquisition Phase. Prepositioned equipment and supplies are acquired for the MPF MEB's. The prepositioned equipment and supplies must be compatible with the same equipment and supplies used by the MPF MEB designated to marry up with the equipment and supplies during contingency operations. For this reason, new end items, modifications, and replacement of expired stocks will take place continually throughout the life of the program. The acquisition phase includes programming and budgeting activities, procurement, the delivery of end items, and issuing initial provisioning packages

and supplies. The numerous acquisition activities and involved organizations/staffs are identified in chapter 2.

d. Supply Phase. This phase begins immediately after delivery of end items and supplies are made to specified Government activities. The Marine Corps' MPE/S are managed through the use of Asset Tracking of Logistics and Supply System (ATLASS), Marine Corps Integrated Maintenance Management System (MIMMS), and the Marine Air Ground Task Force (MAGTF) Deployment Support System II (MDSS II). Administrative control of all MPF assets is maintained by the COMMARCORLOGBASES. Accountability for embarked Marine Corps equipment will remain with the COMMARCORLOGBASES. Non-Marine Corps assets - Navy Support Element (NSE) equipment, Naval Mobile Construction Battalion (NMCB), Fleet Hospital (FltHosp), Expeditionary Airfield Equipment (EAF) 2000 or Aviation Support Equipment (SE) - will be loaded to MPF databases for control, but the owning organization will retain accountability. Ultimate accountability of the end-item equipment belongs to PMA 260 at COMNAVAIRSYSCOM for aircraft support. Selected major end items removed from the ships are exchanged under an Equipment Stock Rotation Plan. A measured amount of other equipment and supplies, also removed from the ship, are returned to stores for a variety of other reasons, such as shelf-life considerations, etc. BICmd will issue equipment and supplies for prepositioning to the MCMC. This includes the publications such as user's manuals, lube orders, TM, etc., to be prepositioned by the MCMC for use by the operating force. MCMC supply support is provided during the supply phase in preparation for the MMC. NAVAIR, working with the Commandant of the Marine Corps (CMC) (ASL), will provide compatible aviation SE to the maintenance site for issue to NAVAIR's contractor. NAVFAC, working with the NBG's and the SEABEE Logistics Center (SLC), is responsible for meeting the equipment and supply requirements for Navy equipment and lighterage.

e. MMC Phase. With the assistance of BICmd the Marine Expeditionary Force (MEF) that will undergo an MMC, begins the highly detailed planning required to execute the MMC phase 18 months prior to the first ship off-loading its prepositioned cargo. In large part, the success of the MMC Phase is highly dependent on the close coordination and team work of BICmd, the client MEF, and all supporting agencies in the construction of all MMC plans. At the completion of planning, a Letter of Instruction (LOI) will be issued to coordinate the approach for maintenance and assign tasks during that maintenance cycle. COMMARCORLOGBASES, through his executive agent BICmd, is

responsible for the activities that take place at the maintenance cycle site. BICmd coordinates the activities at the maintenance site for the supporting organizations such as the Jacksonville Port Authority, Port Captain, and the landlord of the leased property. BICmd oversees the safe handling of the MPF off-loads, and is responsible for assuring quality performance by the MCMC. BICmd coordinates and supports operating force organizations in their effort to conduct Readiness Acceptance Checks (RAC) of equipment and supplies. Based on a formal agreement, BICmd coordinates all aspects of Navy equipment and lighterage maintenance through NAVFAC, the FltHosp and NMCB Program Managers. BICmd ensures that the load plans and other related planning documents facilitated by BICmd and coordinated with each MEF and the Navy components are executed by BICmd embarkation personnel in accordance with current regulations and the Ship Masters' approval. As required, BICmd coordinates ship schedules with MSC and the movement of munitions to and from the applicable ammunition inspection and rework facility. BICmd supports the maintenance activity being executed by the contractor for NAVAIR. BICmd coordinates with organizations providing other support such as: the Military Traffic Management Command (MTMC) and their stevedore contractors; the U.S. Coast Guard; the Explosive Ordnance Disposal (EOD) Command; and local Naval activities. Maintenance and stock surveillance of all equipment and supplies (less munitions) is conducted at the maintenance site in strict compliance with contract Statements of Work (SOW). The end of the MMC Phase occurs when the ship returns from dry-dock or hull recertification and embarkation of the revitalized stocks is completed.

f. Afloat Phase. This phase begins at the completion of the MMC Phase upon embarkation of MPE/S. During the 36-month Afloat Phase, scheduled and non-scheduled shipboard maintenance is conducted by the MCMC. The MEF conducts exercises that require transferring accountability of equipment, depreserving equipment, accomplishing post-exercise maintenance, and represerving assets after the exercise. Chapter 5 of this TM provides detailed information regarding this topic.

1-5. MPF AUTOMATED INFORMATION SYSTEMS (AIS). The MPF Program is linked together by several AIS. They provide inventory control, materiel management, and readiness reporting information. The AIS used for inventory control is the current version of the MDSS II. The database management capability of MDSS II provides the MEF staff and it's major subordinate commands with the flexibility to plan and conduct operations.

MDSS II also uses Automated Information Technology (AIT) to achieve total asset visibility. AIT consists of Logistics Application of Marking and Reading Symbols (LOGMARS). Data Collection Devices (DCD) used in conjunction with ships LOG AIS database, are used to effect the tracking of primary end items and secondary load information. Used together with the Computer Aided Embarkation Management System (CAEMS), MDSS II enables embarker's to plan the loading of equipment and supplies on the ships. The Retail Ordnance Logistics Management System (ROLMS) is used to manage the munitions stocks that are prepositioned. Medical materiel is tracked by the Theater Army Medical Management Information System (TAMMIS). (The Defense Medical Logistics Support System (DMLSS) will soon replace TAMMIS.) The materiel management and readiness reports are processed through ATLASS, and MDSS II. ATLASS provides commanders and their staffs with reports about the condition and status of their equipment. Several other logistics AIS, described in chapter 6, are used in other aspects of the MPF Program.

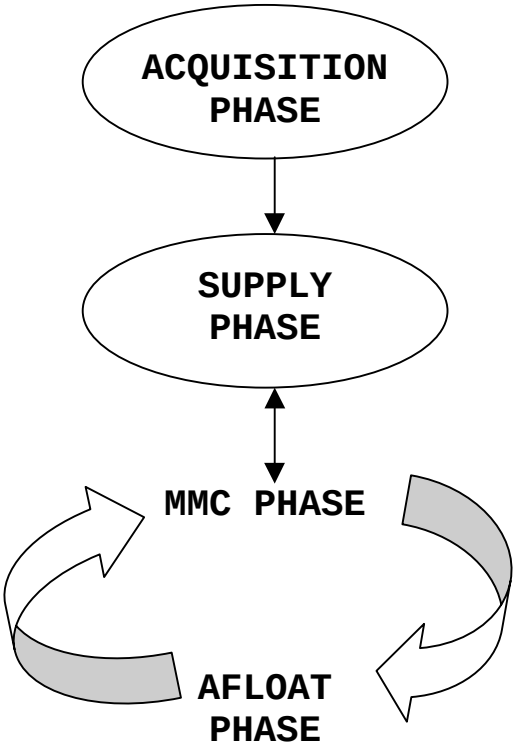

Figure 1-1. Maritime Prepositioning Equipment/Supplies Continuum.

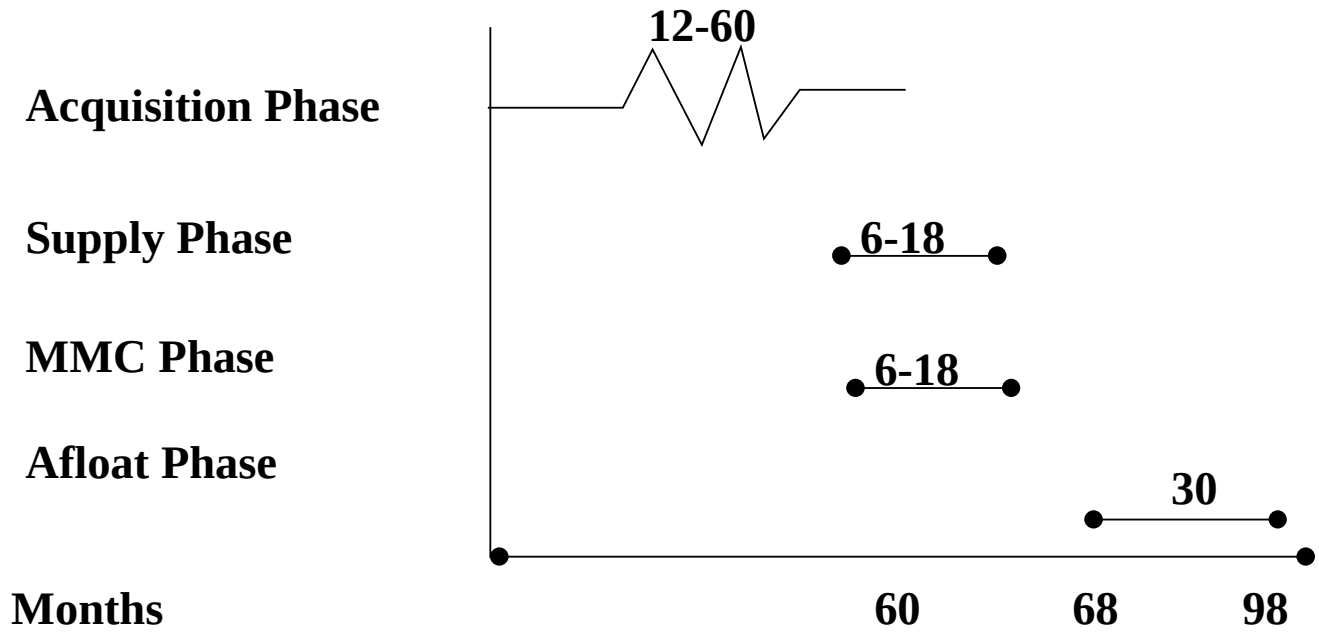

Figure 1-2. Maritime Prepositioning Equipment/Supplies Timeline for One Ship on One Cycle.

CHAPTER 2

ACQUISITION PHASE

2-1. SCOPE. The acquisition phase will continue through the life of the MPF Program. New equipment will replace older equipment as the Marine Corps continues to modernize. Restructuring operating forces will cause quantity changes to the types of end items required by MPF Marine Expeditionary Brigade (MEB) organizations. Changes will occur to supplies, munitions, aviation support equipment, Navy equipment, and maintenance support equipment and supplies. Figure 2-1 summarizes the acquisition activities and the principal participating organizations in the acquisition phase.

2-2. GROUND EQUIPMENT

a. **Class II and Class VII.** The H, I, and J Tables of Equipment (T/E) identify embarked Marine Corps class II and class VII (Principal End Items) for the three MPF MEB's. The equipment for the smaller MPF MEU's is imbedded in each MPF MEB's T/E. These lists are regulated by policies of the CMC and are provided in NAVMC 2907, MPF Prepositioning Objective (class II/VII list). Changes to the structure/capabilities of MPF MEB's may necessitate changes to ground equipment. The cargo capacities of MPF (available square and cube, cargo weight limitations, and net explosive weight restrictions for ammunition) and the costs of acquiring additional assets require planners to judiciously select the items and quantities of equipment/supplies to be prepositioned.

(1) General. Changes to class II and class VII are accomplished in one of three methods; first, through annual meetings and MPF Tailoring Conferences; second, through MPF Maintenance Cycle (MMC) planning; and third, through the more formal "Modification of Allowances" process. Additionally, new items of equipment are frequently introduced into the Marine Corps inventory via the Letter of Adoption and Procurement (LAP) and User's Logistics Support Summary (ULSS) process. Commanders should monitor potential LAP/ULSS as a source for equipment additions. These new items of equipment should be reviewed and validated at the annual MPF Tailoring Conference.

(2) MPF Tailoring Conferences. MPF Tailoring Conferences meet periodically, to review MPF prepositioning requirements. The process that governs the conduct of the annual MPF Tailoring planning cycle is outlined in NAVMC 2907.

Through this planning process ground equipment is reviewed and validated and culminates with a revision to NAVMC 2907.

(3) MMC Planning. During the MMC Acquisition Phase, the participating MARFOR/MEF Headquarters reviews the equipment requirements that are scheduled for prepositioning. Using the current edition of the NAVMC 2907 as a guideline, MARFOR's/MEF's can make changes based on equipment availability (e.g., not fielded, obsolete, replacement TAMCN, etc.). These changes would normally be reflected in the next revision to NAVMC 2907 and validated at the MPF Tailoring Conference, through the tailoring process.

(4) Modification of Allowance. The following procedures outline another method for making changes to class II and class VII:

(a) When a change to class II and class VII is desired, that is not associated with one of the two planning cycles described above, the originator submits the change to the Marine Corps Combat Development Command (MCCDC). MCCDC's primary responsibility is to conduct an analysis of the proposed change. MCCDC will also staff the proposed change to the CMC (POE/LPO), MARFORLANT (G-4), MARFORPAC (G-4), and MARCORLOGBASES (801). MARCORLOGBASES will submit a supportability and embarkation assessment to MCCDC. This supportability assessment will address the impact on all classes of supply and also highlight, as applicable, additional funding requirements or future supply excesses that would result from the proposed change and address the fact that a change to major end items of equipment may require an investment in additional resources or result in excess materials and supplies. All other major commands will submit comments to MCCDC stating concurrence or non-concurrence with the proposed change.

(b) If there is agreement between all concerned that the change is supportable, MCCDC will forward the change to the CMC (LP) for implementation.

(c) If there is non-concurrence with the proposed change or if the recommendation is not supportable, MCCDC will develop a recommended position and forward a recommended position to the CMC (POE). POE will staff and forward MCCDC's recommendation to ACMC for decision. If approved, the change will be forwarded to the (CMC) LP for implementation. If not approved, the proposed change will be returned to MCCDC for dissemination to each organization.

b. **Equipment Modifications**. As a result of Engineering Change Proposals (ECP), modification kits are required and procured. The source of ECP requirement determination can be the operating forces, other services, the original manufacturer, etc. Project officers at MARCORSYSCOM or weapon system managers at MARCORLOGBASES, after notification of an approved ECP, will determine the requirements for modification kits. MARCORSYSCOM program managers are the approval authority for the modification kits, and program and budget requests will be initiated through MARCORSYSCOM. Modifications to the prepositioned items will, at BICmd direction, with MEF approval, be completed during the MMC on a priority basis or during exercises if time permits. Certain modifications can cause changes in configuration, such as an increase in height that greatly affects the prepositioning of an asset. Therefore MARCORSYSCOM should coordinate proposed ECP for implementation with the operating forces and BICmd.

c. **Components**. Stock List-3 (SL-3) publications are components lists that contains illustrations, technical data and item identification data on sets, kits, chests, outfits, assortments and Principal End Items (PEI). In some instances a Technical Manual (TM) is used in lieu of an SL-3. Three general categories under which items may be identified in the SL-3 or TM are: Supply System Responsibility Items (SSRI)/Basic Issue Items (BII), Collateral Material (CM), and Using Unit Responsibility Items (UURI). SSRI/BII and CM are furnished with the end item upon initial issue. UURI items are not issued with the end item and must be requisitioned and accounted for by the using unit. Additionally, where “AR” (as required) is the stated quantity, the commander must establish the quantity in writing and review annually. BICmd is considered the “Using Unit” for MPF for accounting purposes but will not establish component allowances.

Materiel Command (MATCOM) will ensure UURI type 1 TAMCN allowances are established and adjusted within MPF T/E’s.

The MARFORs/Operating forces will identify and agree upon appropriate allowances for Type 2 items at the annual Tailoring conference.

Changes to the components lists are based upon a review of requirements. The operating forces, MARCORLOGBASES weapon system managers, and MARCORSYSCOM project officers are the most likely organizations that would initiate changes to the components listings. Like modification kits, MARCORSYSCOM has

approval authority and program/budget initiation responsibilities.

2-3. SUPPLIES. Prepositioning Objectives (PO) have been established for all classes of supply. They constitute a uniform set of supply allowances to sustain the MPF MEB for 30 days (e.g., classes I Meals Ready to Eat (MRE), II, III (MOGAS), V (selected DODIC's and NALC's), VII and IX (Batteries). The PO is approved by the CMC (P) based on requirements established by force commanders. Class III, class IV, class IX, and Battery core block requirements are established by MARFOR's, approved by the CMC, etc., at the Tailoring Conference. Modifications to the PO will be made in accordance with this TM.

a. **Class I Rations Prepositioning Objective.** MRE's and heater packs are prepositioned in sufficient quantity to feed the MPF MEB and the NSE for up to 30 days. An incremental force arrival plan was used to calculate the MRE requirement. MRE's are exchanged every maintenance cycle through the redistribution and rotation of assets as directed by DLA. The policy regarding requisition, storage, and rotation of MRE's is contained in the MPF Logistics Support Manual. The COMMARCORLOGBASES is responsible for requisitioning replacement rations. Prepositioned bulk water is a Navy responsibility.

b. **Class III (Packaged) Prepositioning Objective**. There is a standardized prepositioning objective of class III (Packaged) items for aviation, NSE, NMCB, and ground equipment.

c. **Class V (Ammunition) Prepositioning Objective.** Class V includes all types (including Chemical, Biological, and Radiological (CBR)) and special weapons, bombs, explosives, mines, fuses, detonators, pyrotechnics, missiles, rockets, propellants, and other associated items of ordnance. Class V is divided into ground (W) and aviation (A) ordnance. The placement of class V aboard each MPF is subject to a Net Explosive Weight (NEW) limit and a cut-off date for attainment. The NEW limits are an important PO planning consideration, which impacts upon ships desiring entry into domestic or foreign ports.

(1) Class V(W). The Marine Corps ground PO is determined from a combination of variables: (1) individual weapons density within the MPF MEB and (2) application of a set of Combat Planning Factors (CPF). CPF's used to determine this PO are contained in MCO 8010.1 (Class V(W) Planning Factors for operating Forces Combat Operations). The class V(W)

requirements should be computed to require the greater of a 30 day requirement based on CPF's, or one combat load within the NEW limits for conducting ordnance handling operations at BICmd. The PO is computer based on this methodology, with quantities rounded up to the nearest container size to facilitate load planning. These stocks are not additive and are subsumed from existing inventory. One unique facet of the MPF program is the requirement to maintain an acceptable explosive arc while operating at the Blount Island facility. This requirement limits the total NEW, which may be loaded aboard any single ship. This drives the amount of the class V identified in the NAVMC 2907, which may be embarked.

(2) Class V(A). The aviation PO is similarly based upon weapon (aircraft) density, modernization of munitions, and the application of threat driven scenarios for the expenditure of ordnance. The MARFOR's determine a PO level for class V(A) in conjunction with the Fleet Commanders-In-Chief (FLTCINC). The Naval Air Systems Command (NAVAIRSYSCOM) manages the overall inventory. Since Navy inventory management systems, requisitioning processes and allowance list usage are the same for class V(A) and (W), the Aviation Logistics Support Branch (ASL) at Headquarters, U.S. Marine Corps (HQMC) has staff cognizance for Navy munitions requirements placed in the PO. Administrative efficiency is achieved by combining these air and ground functions with the CMC (ASL).

d. **Class IV Prepositioning Objective.** Requirements are determined by the COMMARFOR's. The COMMARCORLOGBASES representative is responsible for acquiring new or replacement stocks for this class of supply. The COMMARCORLOGBASES will make program/budget initiations.

e. **Class VIII Prepositioning Objective.** The Authorized Medical Allowance List (AMAL) and the Authorized Dental Allowance List (ADAL) consist of equipment and/or consumable supplies required by the deploying MPF MEB's. Any recommended changes to the MPF AMAL/ADAL should be forwarded to the CG, MARCORSYSCOM (SSC/GP). Replenishment of dated and deteriorative (D&D) stocks is a COMMARCORLOGBASES function. The COMMARCORLOGBASES also will initiate all funding requests associated with the MPF AMAL/ADAL. (**Note**: Class VIII is not based on a 30 days of supply (DOS) but rather estimated casualties for a MEF size force with sufficient quantity of medical materials to support a total of 80 hospital beds. This is in addition to supporting medical assets needed for designated medical battalion, dental battalion, marine air base

squadron, medical logistics company and battalion aid station requirements.)

f. **Class IX/Battery Prepositioning Objective**. All MPSRON's have standardized class IX and battery blocks. The class IX block consists of both consumable repair parts and secondary reparables. This block is equally divided between the flagship and alternate flagship in each MPSRON. The battery block is spread loaded among every ship in each MPSRON. The class IX and battery blocks are reviewed annually during each Tailoring Conference by the class IX working group which consist of representatives from all three MEF's and representatives from the supporting establishments.

2-4. AVIATION SUPPORT EQUIPMENT (SE)

a. **Type of Equipment**. Each MPS contains tailored organizational-level (O-level) common support equipment (CSE), peculiar support equipment (PSE), and minimal intermediate-level (I-level) CSE to support each ACE's pre-assigned mix of Type/Model/Series (T/M/S) aircraft.

b. **Acquisition Activities**. The CMC (ASL) and OPNAV (N881) are jointly responsible for the MPF aviation SE program. With input from the MARFOR and the CMC (ASL), COMNAVAIRSYSCOM PMA-260 through utilization of Support Equipment Resources Management Information System (SERMIS), determines the range and depth of aviation SE inventory requirements. PMA-260 also procures aviation SE and tracks acquisition status for all aviation SE for the MPF Program.

2-5. NAVY SUPPORT ELEMENT (NSE) EQUIPMENT. A unique Table of Allowance (T/A), referred to as T/A-55, was established to procure items to outfit the NSE. The T/A-55 supports the Naval Beach Group (NBG). Included as NSE equipment are the lighterage, hose reels, other NBG equipment, Civil Engineering Support Equipment (CESE), containers, and hatch kits. The NBG's, BICmd, and the Seabee Logistics Center (SLC) at Port Hueneme, California, are the most logical organizations to initiate changes to the MPF requirement. BICmd has a Navy-funded NSE branch that oversees T/A-55 and T/A-56 (Assault Follow-on Echelon) maintenance. This office manages the T/A-55 and T/A-56 lighterage rotation pool. The CNO OPNAV (N42) is the program sponsor who is responsible for the program budgeting. NAVFACENGCOM is the program manager for all NSE/CESE. SLC is the in-service engineering activity (ISEA) responsible for acquisition/technical matters pertaining to NSE/CESE. BICmd

Naval Support Branch is the MPF coordinator for all NSE planning, supply support, and maintenance funds management for both T/A-55 and T/A-56 assets. Funding and equipment support required to facilitate the NSE Branch mission is provided by NAVFAC through an existing Interservice Support Agreement (ISSA). The T/A-55 budget is generated by BICmd NSE branch, directly to the NBG's for action.

2-6. MARINE CORPS MAINTENANCE CONTRACTOR SUPPLY SUPPORT. The CO, BICmd is the executive agent for the COMMARCORLOGBASES in all matters associated with the MPF Program. This includes providing supply support for the MCMC. Approval and program/budget initiation for the MCMC supply support is the COMMARCORLOGBASES responsibility.

2-7. BLOUNT ISLAND COMMAND EQUIPMENT AND SUPPLY SUPPORT. Garrison equipment requirements and supply support for the BICmd will be initiated by the CO, BICmd. Supply support is approved by the COMMARCORLOGBASES. Equipment allowance changes are approved by the CMC (L); budget/program initiation for BICmd equipment allowance changes are made by the COMMARCORSYSCOM.

	REQUIREMENTS DETERMINATION										
	COMMARCORLOGBASES	FMF	MCCDC	COMMARCORSYSCOM	HQMC	FLTCINC	NBG	CESO	NAVAIR		
Equipment List Changes		●	●	●	●					CMC	MCCDC
Equipment Modifications	●			●						COMMARCORSYSCOM	COMMARCORSYSCOM
Equipment Component Changes	●	●		●						COMMARCORSYSCOM	COMMARCORSYSCOM
CL I, II, III(Pkg.); IV Changes	●	●								CMC	COMMARCORLOGBASES
CL V (W) Changes		●	●	●						MCCDC	COMMARCORSYSCOM
CL V (A) Changes		●				●				CNO	CNO
CL VIII Changes	●	●		●						CMC	COMMARCORLOGBASES
CL IX Changes	●	●		●						CMC	COMMARCORLOGBASES
AGSE		●			●				●	NAVAIR	NAVAIR
NSE (T/A-55)							●	●		CNO	CESO
MCM Supply Support	●									COMMARCORLOGBASES	COMMARCORLOGBASES
Blount IS CMD Supply Support	●									COMMARCORLOGBASES	COMMARCORLOGBASES

Figure 2-1. Maritime Prepositioning Equipment/Supply Acquisition Activities.

CHAPTER 3

SUPPLY PHASE

3-1. SCOPE. This chapter focuses on supply procedures applicable for the Maritime Prepositioning Force (MPF) Program and defines materiel accountability and responsibility.

3-2. ACCOUNTABILITY

a. **Marine Corps Ground Equipment**

(1) The COMMARCORLOGBASES is accountable for contingency materiel; e.g., Stores Account Code (SAC) 1/2/3 and Navy Working Capital Fund (NWCF) assets.

(2) All items embarked will be accounted for through ATLASS, MDSS II, and TAMMIS.

(3) Materiel designated as the support package for the maintenance effort and provided by the Marine Corps to support the embarked equipment; e.g., Principal End Items (PEI), repair parts, test equipment, etc., will be accounted for under the Government property provisions of the contract.

b. **Aviation Support Equipment (SE).** Aviation SE will be accounted for by the providing activity reflective of MDSS II records for control and asset visibility.

c. **Navy Support Element (NSE) Equipment.** NSE equipment will be on the accountable records of the providing activity and on MDSS II records for control.

d. **Ammunition.** Ammunition accountability will be the responsibility of the CMC (ASL) for aviation ordnance and MARCORSYSCOM for ground ammunition.

3-3. RESPONSIBILITY

a. **Maritime Prepositioning Equipment/Supplies (MPE/S).** Custodial responsibility for MPE/S shifts to the Marine Corps Maintenance Contractor (MCMC) when they accept the equipment/supplies.

(1) Items scheduled for stock rotation and/or new items added to the MPF account become the responsibility of the MCMC upon acceptance by the MCMC.

(2) Government-Furnished Equipment (GFE) and Government-Furnished Materiel (GFM) equipment/supplies for which the MCMC has responsibility will not be issued to any unit or activity unless execution of a contingency plan is directed. The MCMC will assume and maintain responsibility throughout the duration of the contract for those GFE/GFM equipment/supplies provided by the Marine Corps unless turned over to an operational unit executing a contingency plan.

b. **The MCMC**. The MCMC will be relieved of custodial responsibility, and the receiving unit will assume responsibility for those equipment/supplies when one of the following occurs:

(1) Designated equipment/supplies are turned over to a contract maintenance team to perform required maintenance. The head of this team assumes responsibility until the equipment/supplies is returned to either the MCMC or the depot for maintenance.

(2) The unit commander tasked to draw MPE/S for contingency operations or training exercises will assume responsibility for the equipment/supplies when accepted from the MCMC through the means of a "consolidated asset listing." This document will be generated by the shipboard MCMC through the use of MDSS II.

(3) Equipment/supplies deleted from an MPF account by competent authority will be shipped as directed by the COMMARCORLOGBASES. When the equipment/supplies is shipped, the MCMC is relieved of responsibility.

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NOTE

Training exercises do not fit the same material P/O equipment/supplies handling and accounting category that actual contingency execution does.

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3-4. MCMC SUPPLY SUPPORT PROCEDURES

a. **General**. The maintenance supply support requirements will be the responsibility of the COMMARCORLOGBASES. All support equipment/supplies required by the MCMC and not furnished as ship's complement will be furnished through contractual provisions.

b. **Management Control of Supply Support.** Management control will be exercised by the COMMARCORLOGBASES through BICmd.

c. **Required Support Materiel.** Equipment/supplies required by the MCMC to support this maintenance concept consist of Care In Storage (CIS) materiel aboard ship and capabilities resident at Blount Island. These include:

(1) Class IX CIS materiel for designated equipment/supplies.

(2) CIS Class III Petroleum, Oils, and Lubricants (POL).

(3) Preservation, Packaging, and Packing (PP&P) equipment.

(4) Limited PP&P consumable supplies (not intended for exercise use).

(5) Tool and maintenance equipment up to and including 4th echelon not provided as part of ship's complement.

(6) Test equipment.

d. **Responsibility for Furnishing CIS Contract Support**

(1) The COMMARCORLOGBASES will provide for class IX support of Marine Corps equipment/supplies. Similar support for NSE equipment will be provided under an Interservice Support Agreement (ISSA).

(2) The COMMARCORLOGBASES will provide POL supplies for the MCMC and NAVAIR procures POL/C for aviation SE contractors.

(3) The COMMARCORLOGBASES will provide PP&P support.

(4) Tools and maintenance equipment, calibration equipment, and test equipment not provided as part of ship's complement are provided as follows:

(a) Equipment/supplies listed as ship's contractor maintenance equipment will be provided through the Ship Time Charter contract, and re-supply will be the responsibility of the MCMC.

(b) Additional equipment/supplies required to support Marine Corps equipment will be provided through the COMMARCORLOGBASES.

(c) Special requirements to support Navy equipment/supplies will be provided for by the Navy.

(d) Replacement or maintenance of the equipment/supplies noted above will be the responsibility of the MCMC.

3-5. PUBLICATIONS SUPPORT FOR MPF

a. **General.** Each MPSRON will contain a publication library sufficient in quantity and depth to provide:

(1) Administrative publications to allow the assigned MCMC to accomplish provisions of administrative functions outlined in the statement of work (SOW).

(2) TM's to ensure the assigned MCMC have reference material for maintenance requirements.

(3) A full range of maintenance publications are not embarked as part of the P/O. This is due to the requirement to implement changes into publications, which occur during the afloat phase, which cannot be accomplished by the MCMC. MPF MEB's must furnish all publications not described above with the Fly-In-Echelon (FIE). The library prepositioned will be turned over to the forces in the event of a contingency. Changes to those publications are forwarded to the ship while afloat. These publications cannot be used during an exercise other than by the Off-Load Preparation Party (OPP) while preparing the equipment for download. Forces must FIE required publications to be used during an exercise.

b. **Publication Sources**

(1) The CMC (AREB) approved the Publications Listings (PL), recommended by the operating forces at the beginning of the MPF Program.

(2) An Individual Activity Code Number (IACN) has been assigned to each MPS with distribution reflected down to each ship. The IACN assignment ensures Marine Corps publications are properly controlled and updated.

(3) For Navy publications, the Navy provides an automated distribution of sufficient copies of all TM's, publications, orders, and stock lists, including distribution of any changes for unique NSE equipment/supplies. This action occurs in accordance with the ISSA.

c. **Library Maintenance**

(1) The operating forces will designate their organic maintenance publications as part of the FIE during a MPF contingency or exercise. The publications library will be maintained aboard MPS to support the MCMC's administrative and maintenance requirements only. This publication library will not include aviation organizational and intermediate level publications. The PL for the library will be provided to force commanders annually for information and planning purposes only.

(2) The MCMC will be responsible for maintaining current libraries based on the internal distribution list provided by BICmd, which is available to the operating forces on request.

d. **Library Employment**

(1) When an operational force is executing a contingency plan, the OPP will draw the embarked library with all contingency equipment/supplies.

(2) When an operational force is designated to receive MPE/S for training exercises, the OPP can use the publications,

however, the publications will remain aboard the MPS and be returned to the MCMC at the end of the exercise.

(3) Operating units must understand that maintenance publications aboard MPS will not support all the MPF MEB maintenance requirements. Maintenance publications for equipment/supplies that the shipboard MCMC maintains will be prepositioned and made available to support operational forces. Maintenance publications for low density equipment/supplies, some mobile loaded equipment and containerized equipment, not maintained by shipboard MCMC, will not be prepositioned. BICmd is responsible to ensure the PL supports maintenance requirements for all prepositioned equipment that the shipboard MCMC is responsible to maintain.

3-6. REMAIN BEHIND EQUIPMENT (RBE). RBE is any FMF organic equipment that remains behind when a MPF MEB deploys to marry up with it's prepositioned equipment. Further details of RBE management are provided in MCO P4400.39, War Reserve Materiel Policy Manual.

3-7. REPORTING RESPONSIBILITIES

a. **COMMARCORLOGBASES Albany**. The COMMARCORLOGBASES will provide required reports to accountable activities and will provide a copy of the following reports to the force commanders:

(1) MAGTF Deployment Support System II (MDSS II) data for all MPF vessels.

(2) MPF Maintenance Cycle (MMC) Theater Army Medical Management System (TAMMIS). (The Defense Medical Logistics Support System (DMLSS) will soon replace TAMMIS.)

b. **MCMC.** The MCMC will be responsible for all required reports as delineated in the MCMC SOW.

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NOTE

Contract Maintenance Teams and Operational Units will assume total responsibility for equipment/supplies accepted from the MCMC and will provide all reports required through their respective chain of command.

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CHAPTER 4

MPS MAINTENANCE CYCLE (MMC) PHASE

4-1. REQUIREMENT. All MPS's are required by the U. S. Coast Guard and American Bureau of Shipping (ABS) to undergo periodic recertification inspections. The periodicity of the recertification drives the Maritime Prepositioning Force (MPF) Maintenance Cycle (MMC) schedule and requires off-load of MPF equipment and supplies. In order to properly prepare for this off-load, all supporting and supported organizations must effectively coordinate multiple requirements well in advance of their MMC to develop a single, all-inclusive MMC plan. During MMC off-loads, the Marine Corps and the Navy will perform testing, modifications, required maintenance, modernization, and quality assurance of all embarked Naval, Aviation, Ground Support, Fleet Hospital (FltHosp), Naval Mobile Construction Battalion (NMCB), and Expeditionary Airfield (EAF) equipment and supplies.

4-2. MAINTENANCE SITES. To effect this maintenance cycle, the Marine Corps has established an MMC site at Blount Island, Jacksonville, Florida, where MPS's are off-loaded. Maintenance facilities are available to execute the required maintenance of specific embarked equipment. All ammunition, both class V(A) and (W), is off-loaded at Blount Island and transported to the applicable weapons station for inspection, rotation, and repackaging. The EAF, ground, aviation, Naval Support Equipment (NSE), and NMCB maintenance is accomplished under contract within the Blount Island complex or under separate agreement with neighboring Aviation Intermediate Maintenance Depots (AIMD). FltHosp maintenance is accomplished at Cheatham Annex, Virginia. Bulk fuels carried on the MPS's, are the responsibility of the Defense Energy Supply Center (DESC), in conjunction with the MMC, as a separate evolution.

4-3. PARTICIPATING ORGANIZATIONS. The MMC is a very complex undertaking and requires the cooperation of several agencies and services during planning and execution. In addition to the military and civil service personnel who provide the planning, management, quality assurance, and general oversight of this program, there are numerous civilian contractors who perform the actual off-load, maintenance, stock rotation, and embarkation functions.

4-4. COMMAND AND CONTROL

a. **Service-Level Coordinator**. HQMC will develop policy and coordinate the scheduling of maintenance cycles; manage/coordinate maintenance of aviation SE and class V(A) and (W); establish prepositioned ground SE allowances and supply prepositioning objectives; sponsor the Operations and Maintenance Marine Corps (O&MMC) budget; and manage the facility acquisition.

b. **Supported Commands**. Commander in Chief, Pacific Fleet (CINCPACFLT)/Commander, Marine Forces Pacific (COMMARFORPAC) and Commander in Chief, Atlantic Fleet (CINCLANTFLT)/Commander, Marine Forces Atlantic (COMMARFORLANT) are supported commands.

c. **Supporting Commander**. The COMMARCORLOGBASES has been designated by the CMC to be the supporting commander.

d. **On-Site Authority**. The commanding officer (CO), Blount Island Command (BICmd) has been designated by the COMMARCORLOGBASES to be the executive agent for MMC operations and the port area commander. As such, the CO will exercise command and control of all assigned military persons and control of all government employees and civilian contractors through appropriate administrative and legal channels. Marine Expeditionary Force (MEF) Readiness Acceptance Checks (RAC) Liaison Teams deployed to BICmd for MMC execution are administratively attached to BICmd; however, operational control (OPCON) remains with the parent MEF.

4-5. CONCEPT OF OPERATIONS. As the executive agent for MMC operations, BICmd will serve as an extension of the supported, MEF staff to coordinate MMC planning and become the load planning agent in support of the MMC's. A spread load plan will be developed through the consolidation of spread load planning requirements from the appropriate MEF, NBG, SEABEE Logistics Center (SLC), FltHosp Project Manager, NAVAIR, and MCCDC/ASL. The proposed plan will be submitted to the supported commander's MMC executive agent, normally the MEF, for approval. The COMMARCORLOGBASES, after coordinating with the supported commander, executes the plans and conducts the off-load of each MPS. Equipment and supplies are attained by the maintenance contractor to effect required maintenance and stock rotation. Where maintenance or stock rotation of any MPF ground, aviation or NSE stocks are accomplished at a site other than Blount Island, the COMMARCORLOGBASES arranges for transportation to the all designated maintenance activity. The COMMARCORLOGBASES

performs Quality Assurance (QA) of contractor and government maintenance less class V, and FltHosp and executes the MMC plans for all embarked MPF ground, aviation, and NSE assets; and embarks all designated MPE/S aboard each ship in accordance with the supported commander's applicable load planning guidance. The COMMARFOR, through the MEF RAC team may in conjunction with the QA plan, conduct RAC on MPE/S. The supported commander has the final authority to reject assets prior to embarkation.

4-6. MMC PLANNING. MMC planning requires extensive coordination and liaison between numerous agencies and organizations. This section provides detailed information on planning, coordinating, and managing Marine Corps and Navy functions regarding MMC plan preparation.

a. **Planning Policy**. At the conclusion of each ship's MMC phase, the MEF is provided an end of ship report which consists of CAEMS and MDSS II load plan data which will include ground support equipment and supplies, ammunition, FltHosp, EAF, NMCB, NSE CL II, III, VII, and aviation SE, and a TAMMIS Report (the Defense Medical Logistics Support System (DMLSS) will soon replace TAMMIS.) During the MPF deployment, changes to the prepositioning objective (PO) or force structure will necessitate load plan changes. Any other discretionary load plan changes which result in the movement of equipment/supplies between ships, requires the approval of the CMC (PPO). Although rigid rules for load planning are neither desirable nor practical, MPF planners will to the maximum extent possible, develop load plans and conduct load planning that enhances the ability of the MPF MEB's organized from the forces of either MARFOR's to conduct MPF operations with any of the associated NSE's and ships with any of the three Maritime Prepositioning Ships Squadrons (MPSRON) (interoperability).

b. **Planning Coordination**. Effective planning requires detailed and coordinated efforts among Headquarters Marine Corps (HQMC), the supporting establishment, the operating forces, and agencies external to the Marine Corps. Eighteen (18) months prior the first ship of each squadron's scheduled MMC arrival the CMC (L) will initiate planning for the maintenance cycle by requesting an MMC schedule from Military Sealift Command (MSC). Specific ship arrival and departure dates will be published by MSC, after coordination with the appropriate COMMARFOR, cognizant MEF, and the COMMARCORLOGBASES. Subsequent to publishing the ships schedule and approximately 17 months prior to a squadron's first ship download, the COMMARCORLOGBASES will issue a Letter of Instruction (LOI) for the conduct of MMC. The

message will provide detailed MMC guidance to include the planned schedule for MPF maintenance and plan due dates.

(1) **Plans Coordinator**. BICmd is designated the MMC planning coordinator. The plans coordinator serves as a focal point for all input for spread load planning to include NSE, aviation SE, ground SE, FltHosp, NMCB, Ammunition, and EAF. PO's are published in the NAVMC 2907, Table of Allowances (T/A) 55 and 57. Items listed in each of the aforementioned documents compete for space aboard each MPS and must be configured to maximize the use of available space aboard each ship while supporting the commander's intent and concept of employment. It is therefore imperative that all pertinent spread load planning data be consolidated and manipulated by one entity to produce such a plan.

(2) **Planning Participants**. Planning participants will provide the plan coordinator with spread load data to include association recommendations or equipment groupings that provide a functional capability. Planning participants include:

(a) **BICmd**

(b) **MARFOR Executive Agent (normally the MEF)**

(c) **Commodity Experts** - Equipment experts provide the planning coordinator with information peculiar to their specialty. The commodities include: Communications, Engineers, Motor Transport, and Ordnance.

(d) **Naval Beach Group (NBG)** - Provide planning recommendations and guidance pertaining to NSE.

(e) **NAVAIR PMA-260** - Provide planning allowances to the Support Equipment Controlling Authority (SECA) who provides the specific quantities pertaining to aviation SE.

(f) **MARCORSYSCOM, Atlantic Ordnance Command (ALTORDCOM) Charleston, South Carolina, and Marine Expeditionary Forces (MEF) ordnance experts** - Provide planning data and guidance for munitions.

(g) **COMNAVAIRSYSCOM** - Provide planning recommendations and guidance for the EAF.

(h) **SEABEE LOGISTICS CENTER** - Provide planning recommendations and guidance for the NMCB.

(i) **PROJMGR FLTHOSP** - Provide planning recommendations and guidance for the Naval Fleet Hospital.

c. **Planning sources**. The following references are used in the generation of MMC spread load plans.

(1) **MCO P3000.17A (Maritime Prepositioning Force Planning and Policy Manual)**. This manual provides service policies, procedures, and assigned organizational responsibilities for planning, coordinating, and managing all Marine Corps functions regarding Maritime Prepositioning. Although the manual provides direction concerning Marine Corps functions in MPF, it contains important references to Navy responsibilities and stresses the importance of interservice coordination.

(2) **NAVMC 2907 (MPF Prepositioning Objective)**. The NAVMC 2907 is an overarching comprehensive document that provides listings of all current equipment and materiel to be embarked among the three MPSRON's in support of the MPF MEB. Each element's prepositioned portion of the MEB is included; ground equipment, NSE, aviation SE, NMCB, EAF, and the FltHosp. Each MPSRON is configured to be near mirror imaged to facilitate interoperability between the MEF's. MPS-2 is the model or base line squadron (except for ammunition), as its ships are the least flexible and that squadron has the most restrictive spatial limitations in the force. The NAVMC is built around the Marine Corps Bulletin (MCBul) 3501 Maritime Prepositioning Force (MPF) Marine Air-Ground Task Force (MAGTF) Force List (F/L) which defines the notional Marine Corps MPF MEB.

(3) **Individual Material Readiness Lists (IMRL)**. The COMMARCORLOGBASES will attain aviation SE according to the allowances established in the IMRL and in accordance with the priorities set by the MARFOR's. A copy of each T/M/S aircraft's IMRL may be obtained from NAVAIR PMA-260.

(4) **JCS 03-2.2 Amphibious Embarkation Operation Publication**. This document serves as a reference for embarkation policy, techniques, requirements, and regulations.

(5) **Ships Loading Characteristics Pamphlet (SLCP)**. These documents provide detailed statistics and embarkation capabilities, limitations, and guidelines specifically pertaining to the MPS.

d. **Automated Information Systems (AIS) supporting the MMC**. The Marine Air Ground Task Force II Logistics Automated Information System (MAGTF II/LOG AIS) family of systems are designed to standardize the development and output of planning information at all levels of command. The use of these systems has been directed to develop and maintain MPF load data.

(1) **MDSS II**. MDSS II is used by Blount Island to capture each ship's load data during the MMC, load data will be provided to the MEF 30 days after back load completion.

(2) **Computer Aided Embarkation Management System (CAEMS)**. CAEMS receives information from MDSS II and builds the embarkation plan to include "pre-stow" and "as-loaded" deck diagrams. CAEMS data will be merged with MDSS II and provided to the MEF 30 days after back load completion.

e. **Planning considerations**. Preparing the MPF plans requires planning assumptions. First, there are physical space constraints aboard each of the ships, to include limited container, deck load and mobile load spaces, as well as height and deck strength limitations. The second assumption is that all Table of Equipment (T/E) PO equipment/supplies have been allocated notionally to a specific unit or detachment of an MPF MEB and thus the division of the PO amongst the major subordinate commands can be determined. For MPF MEB units, the 9910 series T/E's constitute unit Equipment Lists of prepositioned assets aboard each MPSRON. Within the 9910 series, alpha codes are used to associate T/E's with MPSRON's: (1) "H" series-MPS 1; (2) "I" series - MPS 2; and (3) "J" series - MPS 3. The Logistics Management Information System (LMIS) can be used to identify PO equipment to respective units. The third assumption is that planners will strive to meet the commander's intent when preparing the spread load plan.

(1) **Marine Corps Policy**. The policy of the Marine Corps is to administratively load the MPF vice combat loading. This is significantly different from embarking amphibious shipping to conduct forcible entry operations. The MPF is loaded to facilitate permissive arrival and assembly operations while remaining cognizant of potential threats (from criminal acts and terrorism, to overt hostile action). This administrative loading must focus on a rapid off-load at a port facility or an in-stream location. The operational load planning must be flexible to accomplish either, depending on the situation where the MPSRON is to be off-loaded. This loading is subject to height and weight restrictions, and trim, stress, and

stability (TSS) considerations. However, there is a general pattern that has evolved in loading the vessels. This logical pattern is meant to facilitate the arrival and assembly operations in theater, particularly in an austere or expeditionary environment. This pattern of off-load has been found to be the most efficient, especially for force stand up and throughput, however, it is dependent upon the class of MPF vessel. Each ship has different operating characteristics and deck configurations, which enhance or limit the abilities of MPF planners. Accordingly, the back loading of MPF during regeneration or the MMC should use the following criteria in developing load plans and assessing the operational impact during execution. The application of these criteria must be applied using judicious consideration.

(a) **Landing Craft Mechanized-8 (LCM-8) and Lighterage (Barge Ferries)**. LCM-8's and the barge ferries are placed in the water on NAVY DAY (O-1). The LCM-8's act as safety boats prior to the lighterage being off-loaded and assembled in the water. Therefore, the Off-load Preparation Party (OPP) must ensure the ship’s operating systems (i.e., cranes) and lighterage are functional prior to NAVY DAY. The LCM-8's act as water borne ambulances and passenger transfer vessels. The lighterage (causeway sections for the barge ferries) is essential for the ship-to-shore (STS) movement (i.e., sea transportation and throughput of MPE/S).

(b) **Lighter, Amphibious, Re-supply, Cargo (LARC) and Amphibious Assault Vehicles (AAV)**. On O-Day, the LARC's are first off the stern ramp. The LARC's act as safety vessels for the AAV's as they are splashed into the water and act as guide boats to the shore for an in stream off-load. The early removal of the LARC's and AAV's on O-Day permits the USMC Debarkation Team to move equipment throughout the vessel for easy access and a rapid off-load. The LARC's are important for beach salvage operations in the surf zone and can be used as a tow vehicle on the beach. This is important when the beach size is limited in width and depth.

(c) **Rough Terrain Container Handlers (RTCH)**. The RTCH's are critical to the handling of containers. Some of the first containers to be handled will be for the NSE and capability/habitability sets. The RTCH's are the most critical throughput item in the E/L after the lighterage. Accordingly, the RTCH's are generally positioned in two general locations: (1) near the stern ramp so they are the next item after the LARC's and AAV's (for roll-on/roll-off (RORO) operations) and

(2) under the best available hatch square after the lighterage is removed (for lift-on/lift-off (LOLO) operations). If three RTCH are assigned to a particular ship, one will be placed near the stern ramp with the remaining two RTCH's placed under the hatch square. During LOLO operations, this provides an immediate capability of two RTCH's. For RORO operations, three RTCH's can be made available through a discharge over the side and down the stern ramp. The number of containers during in stream operations will be less than for a pier side off-load. Regardless of the number of RTCH's assigned per ship, the embarkation of each RTCH must support both LOLO and RORO operations, with emphasis towards an in stream (LOLO) off-load. This policy ensures maximum flexible employment of this vital asset and is consistent with the amount of containers that can be transferred ashore. Additionally, two other items need to be on the first piece of lighterage ashore, a NSE 6K forklift to lift the fingers on the beach end of the lighterage and a D7G dozer to prepare the beach for the RTCH.

(d) **Navy Support Element (NSE)**. The NSE is the recipient of MPE/S through two critical nodes in the overall throughput plan. These nodes are the beach (in stream off-load) and port (pier side operation). These nodes must be operational very early in the operation. Beach and port operations are separated at the high water mark. The NSE is responsible for getting the MPE/S to the high water mark. The Landing Force Support Party (LFSP) is responsible for ground throughput. Therefore, the NSE’s MPE/S must be readily accessible when embarking or back loading the MPS. Otherwise, the NSE’s throughput equipment must be part of the fly-in echelon (FIE), defeating the purpose of maritime prepositioning. That is why the entire NSE deploys to the Arrival and Assembly Area (AAA) in the Survey, Liaison, and Reconnaissance Party (SLRP), Off-load Preparation Party (OPP), and Advance Party prior to NAVY DAY (O-1). NSE force standup must occur within the first 24 to 48 hours of arrival and assembly operations. High priority principal end items (PEI) for the NSE are D7G dozers, forklifts, floodlight sets, and capability sets. These NSE PEI's have “X” Table of Authorized Materiel Control Numbers (TAMCN) in NAVMC 2907. Therefore the utmost care must be assigned to the embarkation of the NSE’s MPE/S to facilitate the debarkation, STS throughput, beach and port operations.

(e) **Ground Transportation and Throughput Equipment**. There are 49 different PEI's that provide ground transportation and throughput. Refer to table 10, Attachment Sheet #1, MPF 18-1 (Transportation and Throughput) for specific details. The

LFSP is responsible for all ground transportation and throughput. To ensure that the LFSP has sufficient tools in a resource constrained environment, the LFSP has operational control (OPCON) of all the “B” (Engineer) and “D” (Motor Transportation) TAMCN's. Once the off-load is almost complete, these 49 different TAMCN's will revert to the major subordinate elements (MSE) to which they are assigned (i.e., Ground Combat Element, Air Combat Element, etc.). Centralized management of this equipment/supplies must be planned for, and the use of throughput matrices will assist MPF planners in determining the best location of each PEI. For example, critical ground nodes that may require significant earth moving are roads, container operations terminal (COT) Lot, ammunition supply points (ASP), fuel farms, and water storage facilities.

(f) **Capability and Habitability Sets**. These sets provide shelter and initial capabilities to the arrival and assembly organizations (i.e., NSE, Arrival and Assembly Operations Group (AAOG), Arrival and Assembly Operations Elements (AAOE), LFSP, etc.). These sets will be further discussed in paragraph (5).

(g) **MPF MEU E/L**. The MPF MEU is loaded on the primary and alternative flagship due to these ships unique command, control, and communications (C3) capabilities. MPF MEU ammunition containers will be loaded below the weather decks just beneath the capability and habitability sets. The MPF MEU does not take up an entire ship’s embarkation space. There is sufficient stowage space for additional MPE/S. The intent is to load a notional MPF MEU onto each flagship (dependent on various embarkation factors) so that the MPF MEU can generally be off-loaded without having to remove MPE/S that are not in the MPF MEU E/L. This is not always possible due to height and weight restrictions, and TSS considerations. During MPF operations (execution), the MAGTF commander may determine that he needs more or less equipment than was planned for. MPF is inherently flexible to provide the appropriate mix of equipment to support the MAGTF commander’s concept of operations.

(h) **Commander’s Warfighting Priorities**

(1) The MEF commander can shape the MPF load plans to support the development of initial capabilities prior to O+10. These capabilities can be articulated by specifying warfighting priorities, normally no more than five. Examples are Armored Reconnaissance, Fixed Wing Attack, Heavy Armor, Rotary Wing Attack, and Counter Battery Fires. The PEI's that

support these priorities are the Light Armored Vehicle (LAV), F/A-18 Hornet or AV-8A Harrier, M1A1 tank, AH-1 Cobra, and the M198 howitzer.

(2) For an MPF planner to translate these capabilities into reality, the embarkation team must consider ready access to numerous components during arrival and assembly operations. For example, a heavy armor capability requires at a minimum the following; M1A1 tanks, fuel trucks, 5-ton trucks to haul ammunition and supplies, 120mm and .50 caliber ammunition, M2 .50 caliber machine guns from the armory, radios, and the crew.

(3) The actual MPS may help or hinder the development of this capability. The AMSEA class ships allows rapid off-load of the majority of M1A1 tanks, whereas, the WATERMAN class ships limits the initial off-load of M1A1 tanks to the MPF MEU slice (four tanks).

(4) The key point is that all of the warfighting components must be accessible within the first few days. If Hornets and Cobras are in the top five-warfighting priorities, then some of their aviation ordnance needs to be placed higher in the container stacks (subject to TSS and compatibility issues) and their aviation SE must be prioritized ahead of other aviation SE. The warfighting priorities assist in planning key capabilities that may be needed early in MAGTF operations and assist the AAOG and USMC debarkation officer in determining the critical path of MPE/S for off-load.

(5) The MEF commander selects these warfighting priorities based on his estimation of combat plans for current operational plans (OPLAN) for Major Theater War (MTW) and concept plans (CONPLAN) for Smaller Scale Contingencies (SSC). During execution, the MAGTF commander may select different warfighting priorities. These priorities provide focus to the exact mission at hand. A show of force or humanitarian assistance mission may require a different mix of MPF capabilities than combat. The Smaller Scale Contingencies (SSC) missions can use the flexible capabilities of MPF. However, those general SSC requirements are inherent in the throughput equipment, capability sets, and MRE. The MPF embarkation plans must support the worst case scenario rather than the most probable scenario. SSC requirements should not detract from the overall embarkation plan to support the concept for which the MPF MEB and MPF MEU were designed.

(i) **Remainder of the Equipment**. The remainder of the MPE/S is loaded to ensure the safe operation of the vessel. A detailed discussion is contained in the TSS paragraph (4), below.

(j) **Critical Path Analysis During Execution Planning**. During execution planning, operators and logisticians should color-code MPF load plans based on the type of ship and MPF load plan colors. When BICmd develops the MEF's entire MPF load plans, the following color scheme is used; MEU Slice - Black, Navy - Blue, Aviation - Magenta, Non-MEU Slice items - Green, and ammunition and hazardous material - red. Vehicles that contain hazardous material are also color coded red. For example, MAGTF warfighting priorities and off-load priorities are highlighted in yellow, and transportation and throughput items are coded turquoise. The critical path of off-load equipment and containers can be determine which best supports force stand-up and when force capabilities dates may be predicted.

(k) **Assessing MPF Load Plans During MMC and Regeneration Planning**. During MMC and regeneration planning, the color coding techniques can assist in the assessing MPF load plans and their substantial compliance with the MEF commander's guidance.

(2) **Operational Impact**

(a) **MAGTF Operational Standup Time**. Force standup is the number one issue facing MAGTF commanders. The key consideration is identifying and providing select operational capabilities prior to the completion of arrival and assembly operations. This can be accomplished in the determination of MAGTF commander's warfighting priorities during execution planning. The force standup time can be improved by following the above loading criteria during MMC and regeneration. Linked with these criteria must be rapid and responsible accountability and communications systems in the AAA. MDSS II and ATLASS must be fully employed and supported by a communications architecture that possesses wireless transmission capability. This allows the AAOG, LFSP, and AAOE's to have full visibility of current arrival and assembly activities, locate critical bottlenecks, and forecast when key warfighting priorities will be operational.

(b) **Improving Force Closure Times**. The principal means to improving force closure times is the adroit positioning or movement of the MPSRON prior to the deployment order. The

secondary means to improve force closure is the marriage of sound embarkation load planning in concert with the MAGTF commander’s warfighting priorities during MMC operational planning and the disciplined use of the Time Phased Force Deployment Data (TPFDD) requirements. This requires strong leadership and sound MPF planning skills. The arrival of forces in the TPFDD should coincide with the off-load of that capability into the AAOE's and Equipment Reception Points (ERP). An excess number of personnel in theater can create unnecessary burdens on the LFSP and AAOE's for transportation, billeting, and messing that detract from the primary role of throughput and force standup.

(3) **Spread Load Concept**. The general rule of MPF embarkation is that no more than one third of a principal end item is loaded on a specific MPS. This is to ensure that if one MPS has a maintenance casualty or was damaged or destroyed by a hostile act, the MPF would have sufficient warfighting capability to continue its mission. There are several exceptions to this general rule. They are:

(a) **Maritime Prepositioning Force (MPF) Marine Expeditionary Unit (MEU) Equipment List (E/L)**. The MPF MEU E/L or MEU slice is loaded only on the primary and alternate flagships. This is done because these two vessels per squadron have the C3 capability for conducting MPF operations.

(b) **Limited Quantities of Principal End Items (PEI)**. Certain PEI's have small quantities such as 1 or 2. Therefore, these items will be stowed in percentages exceeding 33 percent.

(c) **Fleet Hospital (FltHosp)**. The FltHosp can only be broken up into two components. The core component (surgical suite) is essential to both components.

(d) **Expeditionary Airfield (EAF)**. The EAF will be loaded on four of the five vessels. There is no operational imperative for rapid arrival and assembly of the EAF. The key to establishing the EAF is the stabilization of the soil. This is performed by the NMCB and may take up to 3 weeks to perform.

(e) **Naval Mobile Construction Battalion (NMCB)**. The NMCB supports the construction of the EAF. There are three NMCB modules that are planned for embarkation aboard 3 non-flag vessels; Core Module (three ships), Basic Module (one ship), and Heavy Module (one ship).

(f) **Repair Parts and Secondary Reparables (SECREP) (Class IX) Block**. The class IX block can only be economically stored on two ships. Accordingly, this block is divided between the primary and alternate flagships to support the MPF MEU and MPF MEB force modules.

(4) **Trim, Stress, and Stability (TSS) Considerations**

(a) TSS concerns the proper movement of the ship on and through the water. The key is not to hazard the vessel while it is underway or at anchor.

(b) TSS is specially concerned with several other peculiarities. These are called lists, hogging, and sagging. A list is a tilt to port or starboard, and affects the operating characteristics of the ship. The movement of heavy vehicles such as AAV's or tanks can rapidly create a list for the MPS. Hogging is when the bow and the stern of the MPS are heavy, and the middle of the ship rides high in the water. Sagging is when the middle of the ship rides low in the water relative to the bow and the stern. Both hogging and sagging place excessive stress on the structural members of the MPS's and should be avoided whenever possible.

(c) **Load Lines**

(1) **Bunkering Plan**. Every bunkering plan (ship’s fuel) must comply in all respects with international load line treaties and the requirements of marine insurance underwriters. Compliance with load line requirements is essential under penalty of having the ship declared unseaworthy. Another aspect of the demands for safety of life at sea is the underwriters’ mandate that all ships carry a reserve supply of fuel (bunkers) with 25 percent more fuel than is required for the trip.

(2) **International Conventions**. These rules were started in 1875 and require ships to bear markings on their sides showing the depth to which they could be loaded safely in various areas of the world and seasons of the year. These rules became international conventions. The world is divided into zones designated as tropical, seasonal tropical, summer, and seasonal winter. There is a further allowance for the buoyancy of fresh and salt water. These marking are determined to give greater free board to vessels facing increased hazards of the sea as the seasons change. American ship owners were placed

under the obligations of the International Load Line Convention of 1930 when Congress ratified the agreement in 1931.

(3) **Classification**. The actual load lines are determined by the classification societies when the ship designs are submitted for approval. Lloyds of London is one of several classification societies.

(4) **Enforcement**. Enforcement of load line regulations has been assigned to the Coast Guard. Courts of law have held repeatedly that overloading a ship makes a ship unseaworthy. The owner is deprived of any legal protection for loss or damage sustained by an unseaworthy vessel. Marine underwriters have successfully resisted any claims for restitution of loss when a ship has been loaded deeper than the assigned marks. When a vessel crosses from one zone to another, the ship must be loaded so that when it crosses the line the vessel will meet the prescribed limits.

(5) **Example**. If MPSRON-1 sailed from Puerto Rico to Liverpool, England in December, the squadron would be moving from the seasonal tropical to seasonal winter zones. MPSRON-1 could leave Puerto Rico at the summer load line, but would be expected to burn the appropriate amount of bunkers prior to reaching the winter zone to ensure the ships are at their winter load line upon arrival.

(5) **Capability and Habitability Sets**. These sets provide initial capability critical to arrival and assembly operations and force standup. These sets should support command and control (C2) and throughput operations. These sets are normally stored on the weather decks for early use. The NSE's hose reels are also co-located on the weather decks. Quantity changes may occur due to attainment or changes in the capability sets during the MMC.

(a) **Food Services Capability Sets**. These sets support 750 - 1,000 personnel. The maximum capability supports 4,000. For an MPF MEB, additional equipment will have to be off-loaded prior to the reception and feeding of over 18,000 Marines and Sailors.

(b) **Habitability Sets**. These sets provide basic protection from the elements. Each container has 15 general-purpose tents and 30 camouflage screening systems. The MSE assignments per ship are CE-1, GCE-5, ACE-5, and CSSE-2.

(c) **Medical Capability Sets**. Each set provides surgical and holding for a minimum of 20 casualties. The medical block is made up of AMAL's 631, 632, 635, 636, 639, and 640. This set will be stuffed into a half high container, mobile loaded on a LVS (positioned directly under the hatch square), and will be loaded on the SS Obregon and MV Bobo.

(d) **Fuel Capability Sets**. Each set consists of containers holding four fuel systems. Each capability set is comprised of one Amphibious Assault Fuel System (AAFS) (for the CSSE), one Tactical Airfield Fuel Dispensing System (TAFDS) (for the ACE), two Helicopter Expeditionary Refueling System (HERS) (for the ACE), and fourteen Expedient Refueling Systems (ERS) (for the CSSE). Other fuel systems are containerized and embarked below the weather decks.

(e) **Electric Power Capability Sets**. These sets are comprised of 4 containers. Container #1 provides direct support electrical power (two 15kW and two 30kW generators). Containers #2 and #3 are general support base camp electrical power (six 15kW, two 30kW, two 60kW, and one 100kW generators). Container #4 is for long term humanitarian assistance and contains one 100kW generator. kW = Kilowatt.

(f) **Security Capability Sets**. These sets provide the Ground Combat Element (GCE) commander with a capability to deter pilferage and terrorist activity. Each set has tentage, communications, and engineer equipment/supplies.

(g) **Water Capability Sets**. Each set is centered on two Reverse Osmosis Water Purification Units (ROWPU) and four 20,000-gallon collapsible water storage tanks. The ROWPU is capable of generating 600 gallons of fresh water per hour and the total stowage capacity per set of 80,000 gallons. Each container will be designated for the CSSE. For ROWPU operations, chemical support called Calcium Hypochloride (HTH) is required. Nomenclature: 600 GPH RO CHEM PACK NSN: 6850-01-423-1698. Quantities required for 5 days per ROWPU is 4. Unit cost is approximately $500.00.

(h) **Navy Cargo Handling and Port Group (NAVCHAPGRU) Capability Sets**. Each set contains the slings and other materiel necessary to conduct LOLO operations. This container must be readily available to the OPP in preparation for Navy Day (O-1).

(i) **Naval Beach Group (NBG) Capability Set**. Each set provides the necessary materiel to function as an AAOE and provide camp support.

(6) **Ammunition (Class V) Load Planning Considerations**

(a) **Compatibility**. Different hazards must be segregated. For example, white phosphorus must be segregated from high explosive. Often, general-purpose cargo containers are stacked between and over these incompatible cargoes.

(b) **Fueled PEI's**. PEI's that require fuel can not be stored in the same space with ammunition. Fueled PEI's must be separated from ammunition by watertight hatches and doors. For example, on AMSEA class ships, hold three, can contain both rolling stock and containers. If ammunition containers were placed in hold three, this would have a severe operational impact on square foot stowage.

(c) **Weather Deck Stowage**. Ammunition is not normally stored on the weather decks due to susceptibility to the environment. Ammunition is stored in the environmentally controlled holds below the weather decks.

(d) **Deck Strength**. Ammunition container storage is limited by weight to 45,000 pounds. When half-high containers were obtained to store ammunition, the normal 8'X8'X20' container space could now accommodate 90,000 pounds. However, the deck strength may not be able to sustain that amount of weight when stacked with 4 to 6 half-high containers for a space that accepted 2 to 3 regular 20-foot containers.

(e) **Trim, Stress, and Stability (TSS)**. For TSS considerations, ammunition is heavy and is therefore stored close to the bottom of the MPS.

(f) **MPF MEU Ammunition**. The MPF MEU ammunition is containerized and can be accessed.

(g) In many instances commanders have emphasized the importance of rapid force closure and MAGTF operational standup capability by maintaining major subordinate command's integrity for rolling stock, their specific mobile loads and containers which will facilitate rapid throughput operations. The following is a list of additional items to be considered and prioritized before preparing the plan.

(1) **Ships Characteristics** - There are currently three classes of ships comprising the MPF; WATERMAN, AMSEA and MAERSK. The addition of the MPF(E) ships will introduce three new classes of ships to the MPF program. The SLCP and LOG AIS CAEMS should be referred to for ship's drawings and characteristics.

(2) **Container Space Allocation** - Prior to assigning equipment and supplies to containers, planners must consider the total available container slots aboard each class of ship. The commodities normally containerized are listed below and will be considered prior to assigning other equipment to containers.

(a) **Ammunition**

(b) **POL** - Class III packaged POL "core blocks" are established for ground, aviation SE, NSE, EAF, NMCB, and FltHosp. Due to its hazardous nature there are special handling and stowage requirements that must be considered.

(c) **Batteries** - Class IX battery blocks are established for ground equipment. The majority of the batteries are containerized with the exception of Lithium batteries, which are stored in the Lithium battery room.

(d) **Meals Ready To Eat** - Meals Ready to Eat (MRE) may be either containerized in regular dry cargo containers or reefers. Every effort should be made to embark MRE's in reefer containers to ensure serviceability and to reduce product loss.

(e) **Capability Set Requirements** - Capability sets are normally groups of task organized items selected from the P/O, which are collectively containerized to provide the MAGTF commander with an initial stand up capability to support the off-load and throughput infrastructure. Each set is designed to provide a specific operational or logistics capability. The types and contents of these sets are published in the NAVMC 2907, as is the Equipment listing which comprises the MEU Slice. In addition the capability sets serve as easy access systems to be used in a Humanitarian Assistance or Disaster Relief (HA/DR) scenarios.

(f) **MCMC Requirements** - Shipboard contractor personnel may require a container to preposition some Care In Stores (CIS) block items.

(g) **Navy Cargo Handling Personnel Group (NAVCHAPGRP)** - A container is set aside for a NAVCHAP Hatch box that consists of various cargo-handling materials.

(h) **Class IX Repair Parts** - Divided into consumables and secondary reparables these core blocks are containerized and prepositioned on the flag and alternate flag ships only, except for NSE and NMCB.

(i) **AMAL and ADAL** - Medical and dental materials are prepositioned in containers. Selective medical consumables must be placed in reefers and stowed on the weather deck.

(j) **Expeditionary Airfield** - The EAF requires a combination of 8.5' high containers and flat racks equating to approximately 280, 8' ISO equivalents.

(k) **Fleet Hospital** - The FltHosp will require approximately 290 container slots of various sizes.

(l) **Naval Mobile Construction Battalion** - The Seabees requires approximately 121 ISO equivalent containers.

(m) **Miscellaneous** - Communication shelters, ordnance maintenance vans, and maintenance facilities aviation SE occupies container spaces, or slots.

(n) **Class II Assemblies (NSE)** - NBG's will require approximately 78 ISO equivalents for class II materiel.

(o) **Naval Beach Group Training Box** - A container is set aside for a NBG training box, which consists of lighterage and LCM-8 training materiel.

(3) **Container Stowage Considerations** - The placement of the containers aboard the MPS is contingent upon numerous sequential planning considerations.

(a) **Ammunition**. The first consideration in space allocation is for ammunition. Ammunition, because of its hazardous nature requires special stowage requirements and considerations. Title 49 Transportation Code of Federal Regulations (CFR-49), and the International Maritime Dangerous

Goods (IMDG) code manuals provide specific guidance for the proper stowage of each class of ammunition and other hazardous material.

(b) **Expeditionary Airfield (EAF)**. The second consideration for container space allocation is for the EAF, specifically the AM2 matting, which is extremely heavy and normally placed in flat racks, below deck. In addition aviation SE also uses a large number of 4.25 containers with canvas covers that should go below deck.

(c) **Hazardous Material**. The next consideration for container space allocation is general cargo, hazardous material containers, which must be stowed to meet compatibility requirements of the CFR-49 and IMDG. Hazards will be identified by the container packing organizations to the MPF Cargo Operation's section for proper reporting on the Dangerous Cargo Manifest (DCM). (See figure 4-1.)

(d) **Capability Sets**. Another stowage consideration is the capability sets identified in the spread load plan. All efforts should be made to stow capability sets on the weather deck and in a manner which facilitates set integrity for off-load. Those assets, which cannot be accommodated on the weather deck, must be approved for below deck stowage by the client MEF.

(e) **Meals Ready To Eat**. MRE's prepositioned on each MPSRON are containerized per MCO 4680.5 (containerization policy), into 8 1/2 ft, reefers and 8ft dry cargo containers. To the greatest extent possible, MRE's should be loaded to reefer containers to ensure shelf life. Each reefer container is packed with 768 cases. Dry cargo containers will hold 960 cases.

(f) **General Cargo**. The final consideration for container space allocation is all remaining general cargo.

(4) **Break Bulk Stowage Considerations** - MAERSK class ships are the only ships designed with specific break bulk areas. Space limitations, availability of lashing points and height restrictions within the break bulk area drive planning considerations for utilization of this area. These stowage spaces may be used to strike down a limited number of containers. If so used, square foot stowage available will be diminished.

(5) **MEU Slice** - The MEU slice configuration and a critical path analysis must be determined prior to the preparation of load plans for the MEU slice ships. The contents of the MEU's slice are published in the NAVMC 2907. It will not be deviated from without tri-MEF concurrence during the tailoring process.

(6) **Special Stowage Considerations** - Other than those containerized items already identified in the previous paragraphs, stowage of tracked vehicles (without rubber pads) requires additional planning. These items require additional time and manpower if planned for RO/RO stowage special consideration should be given to LO/LO these items into holds, thus reducing the time and manpower involved in stowage.

(7) **Overall Weight Considerations** - Specific weight restrictions apply to various areas of any given vessel and must be strictly complied with. Limitations are detailed in each class ship's SLCP. Care must also be taken in planning the overall distribution of weight throughout the vessel. Improper distribution relates to improper trim, instability, and excessive stress as indicated on the TSS summary.

(7) **Planning Steps**. Actions necessary to support and execute a MMC involve a sequence of events that must be accomplished by planning participants to assure it's overall success. The sequence of events is configured to support a logical decision making process when allotting equipment to locations while simultaneously taking into account all of the considerations listed in the preceding paragraphs. In summary, there is a known pool of class II, IV, and VII ground NSE, FltHosp, NMCB, and aviation SE assets that must be assigned a location. The first group of equipment that can be separated from the pool is the rolling stock or deck loaded items. The second group of equipment to be separated is that portion of the remaining assets that is physically attached to an end item, an example would be the B0891 generator which is physically mounted to a B0635 floodlight set. The next group of equipment to be separated is the TAMCN controlled SL-3 UURI items. Any TAMCN that is listed on the PO that is SL-3, UURI to another PO item will automatically be located with the parent or attached as appropriate to the parent end item. From the remaining equipment, specific pieces must be identified as part of the capability and habitability sets. The balance of the items will be divided between available mobile load and container space.

(8) **Sequence of Events**. BICmd will use all of the aforementioned considerations and the client MEF commander's intent and attendant implementation instructions while preparing a recommended load plan to present to the MEF. (Figure 4-2 (Embarkation Timelines)) is a timeline illustrating the sequence of events leading up to a MMC.

(a) **COMSC/CMC (POE/LPO) MMC SCHEDULE** - The first document to be issued is the MMC schedule. The schedule is developed for MPF to ensure compliance with USCG/ABS regulatory examination requirements and to accommodate established USMC scheduling criteria and cargo maintenance cycles.

(b) **COMMARCORLOGBASES MMC LOI** - The second document, the catalyst necessary to start the overall planning, is the MMC LOI which is published approximately 17 months prior to the scheduled download of the first ship of each squadron. The date of publication is predicated on the issuance of the MMC final ship schedule. The LOI will provide planners with a large amount of useful information pertaining to the MMC, especially off-load and back load schedule and due dates for spread load plans. The LOI emphasizes organizational relationships and the absolute necessity for coordination between each of the MSE's encompassing all FltHosp, NMCB, EAF, USMC ground, naval, and aviation SE and supplies.

(c) **COMMARFOR MARITIME PREPOSITIONING FORCE (MPF) MAINTENANCE CYCLE LETTER OF INSTRUCTION (COMMARFOR MPF MMC LOI)** The next document to be issued, the COMMARFOR LOI, assigns the MMC executive agent for the appropriate MPSRON and includes operational and planning guidance specific to that MARFOR. The executive agent has overall responsibility for ensuring that all spread load and embarkation documents submitted by BICmd adhere to the published guidance.

(d) **MMC Plans Conference** - Eleven months before the download of the first ship a MMC planning conference shall be held to facilitate the planning effort. Representatives for the USMC ground, naval and aviation SE, NAVFAC, FltHosp, and the COMMARCORLOGBASES Albany will meet to exchange updated information pertaining to the PO, e.g., obsolete or newly fielded items. The COMMARCORLOGBASES Albany will provide the MARFOR with updated information and copies of the plans as the ships currently exist.

(e) **Solicit MSE's for functional relationships for PO items** - Subsequent to the MMC planning conference, the MEF will be using the most recent NAVMC 2907 and will prepare as necessary, their commander's guidance and implementation instructions for planning and execution, which will contain any specific desires for PO equipment/supplies: assembly, loading, and stowage within the bounds of MPF program policy. Quantities of items designated for each of the major subordinate commands are determined at the annual tailoring conference and implemented into LMIS. It is therefore recommended that the planners solicit input from the commodity experts purely for equipment stowage recommendations. The major subordinate commands will recommend functional groupings of end items to ensure capabilities are correctly spread loaded.

(f) **Submit squadron plans to the MEF** - The first set of plans provided to the MEF will be the five or six ship spread load, squadron and individual ship's major subordinate commands distribution plan, squadron CL III, IX (B), (S), and (C) distribution, and the ship's square load plans with rough draft deck diagrams. The squadron spread load plan will allocate FltHosp, NMCB, EAF, aviation SE, NSE, and ground CL II, IV, and VII PEI's across each of the squadron's ships.

(g) **MEF reviews squadron plans** - The MEF MPF planners will review, concur with, or non-concur with the offered plans. In cases of non-concurrence, MEF planners will annotate squadron plans with desired changes. Results of the review will be forwarded to BICmd. Upon incorporating the MEF's requested squadron plan changes, BICmd will effect distribution to the MPF maintenance contractor for execution.

(h) **Submit individual ship's plans to MEF** - Upon incorporating the MEF's requested squadron plan changes the second set of plans will be prepared and provided to the MEF. The plans include the first ship of the cycle's Master, SL-3, association, mobile load, container, capability/habitability, armory, and MRE plans. The plan shall list all FltHosp, NMCB, EAF, NSE, aviation SE, and USMC ground CL II, IV, and VII assets by major subordinate commands.

(i) **MEF reviews ship's plans** - The MEF planners will review, concur with and or annotate ship's plans with recommended changes. Results of the review will be forwarded to BICmd. Upon incorporating the MEF's requested ship's plan changes BICmd will effect distribution to the MPF maintenance contractor for execution.

(j) **Execute and adjust plans** - As required plans will be adjusted by the planners to accommodate changes or unforeseen circumstances.

(k) **Finalize Plans** - The DCM, ships cargo manifest and TSS will be formalized during the MMC as hazardous material are associated to containers, vehicles and stow locations. Specific hazardous material information and data is not determined until after the download of the ship, therefore the DCM cannot be planned or finalized until all other ship load plans have been completed.

4-7. TASKING

a. **CMC**

(1) In conjunction with the CNO, coordinate scheduling and publish LOI for each MMC.

(2) Develop policy for the MMC.

(3) Develop Marine Corps prepositioning requirements (NAVMC 2907) and coordinate the requirements with CNO.

(4) Identify Marine Corps prepositioning criteria to NAVAIR PMA-260 to establish the MPF Individual Material Readiness List (IMRL).

(5) Designate MARFOR (ALD) as T/M/S model managers for identification and establishment of aviation SE allowances.

(6) Provide aviation SE type, quantity and configuration listings to the MARFOR commanders and the COMMARCORLOGBASES for MPF load planning and MMC planning.

(7) Coordinate aviation SE maintenance with NAVAIR (3.1B.2).

(8) Establish policy for prepositioning stowed communication security (COMSEC) equipment and materiel on MPS.

(9) Coordinate acquisition requirements for class V(A) with CNO (N880F). Coordinate class V(A) maintenance requirements with the CNO (N881C8) and the COMNAVAIRSYSCOM.

(10) Coordinate the modernization, exchange, and rotation of allowance type prepositioned assets.

(11) Coordinate facility acquisitions.

b. **CINCLANTFLT (MPSRON-1) and CINCPACFLT (MPSRON-2 and 3)**

(1) Coordinate requisitioning of class V(A) for the MPF program to meet published schedules and stages at applicable ammunition rework facility.

(2) Provide personnel for QA and inventory programs in accordance with published schedules for NSE, NMCB, and FltHosp equipment.

(3) Provide support for class V(W) inspection, rotation, and packing/re-packing at applicable ALTORDCOM.

(4) Coordinate class V activities with between BICmd, applicable ALTORDCOM, and the supported commander in connection with the MMC.

c. **COMMARCORSYSCOM**

(1) In conjunction with the Commander, Naval Sea Systems Command (COMNAVSEASYSCOM), COMNAVAIRSYSCOM, ALTORDCOM, and the Commander in Chief, Atlantic Command (CINCLANTFLT) directives, coordinate the visual inspection, surveillance, rework, exchange, inventory, and maintenance of MPF class V(A) and (W) at the appropriate ALTORDCOM.

(2) Identify class V(W) samples for testing.

(3) Program and budget for U.S. Marine Corps class V(W).

d. **COMMARCORLOGBASES**

(1) Establish and provide command and control for BICmd to execute the MMC.

(2) Program and budget for all MMC maintenance, MPF containers, and maintenance support activities, less aviation SE, NSE, FltHosp, NMCB, and class V(A).

(3) Provide fiscal accounting support for the MMC.

(4) Coordinate with the operating force commanders to prepare MMC plans.

(5) Exercise responsibility for attainment of MPF ground equipment and materiel. Provide coordination services for prepositioning of aviation SE, NSE, and ammunition.

e. **CO, BICmd**

(1) Prepare, correct and submit, and execute MMC plans as required.

(2) Assume duties as Blount Island Port area commander.

(3) Provide command and control for all government activities in connection with MPF maintenance.

(4) Coordinate the efforts of other liaison/support personnel at BICmd including:

(a) Military Sealift Command, Atlantic (MSCLANT) Outportsman:

(b) NSE personnel

(c) NMCB personnel

(d) FltHosp personnel

(e) Liaison personnel

(f) Readiness Acceptance Check (RAC) personnel.

(g) Aviation Support Management Branch (ASMB)

(h) Other personnel on Temporary Additional Duty (TAD)

(i) Navy Cargo and Handling Battalion

(5) Publish standing operating procedures (SOP) for administration, property control (less NAVAIR provided assets which are to be coordinated with aviation support equipment branch), public affairs, security, safety, and legal procedures, RAC team lodgment and support, and personal conduct for all personnel on site. All procedures established will be in accordance with applicable orders and regulations issued by higher authority.

(6) Establish visitor control procedures.

(7) Prepare destructive weather plans.

(8) Coordinate medical support requirements with the CO, Naval Health Care Support Office Jacksonville, Florida, in accordance with existing ISSA.

(9) Provide necessary safety equipment (hard hats, safety vests, gloves, safety goggles, and ear protection) for military and government personnel. (Safety shoes and coveralls will be provided by parent unit for permanent personnel only.)

(10) Convene Special Court Martials, as required. Within the constraints of Special Court Martial authority, conduct search and seizure, probable cause searches, and investigations.

(11) Coordinate all traffic management activities.

(12) In conjunction with MDSS II, maintain an Automated Information System (AIS) that provides accurate and complete data to all supported systems used to account, track, and manage prepositioned assets. This data will be maintained for historical purposes for at least 3 years after associated actions are complete.

(13) Execute applicable the COMMARFOR-designated Force maintenance/modification plans.

(14) Execute the COMMARCORLOGBASES Quality Assurance per BICmd's ISO 9002 Quality System.

(15) Provide the following to the supported commander in accordance with dates established in the LOI as follow:

(a) Equipment stock rotation list.

(b) Weekly Situation Report.

(c) MDSS II Database Update.

(16) Maintain fiscal accounting records directed by the COMMARCORLOGBASES to include certification for payment of billings received for service/purchases incident to the operation and maintenance of the port and the maintenance cycle.

(17) Manage containers and container repair and replacement, at Blount Island and the applicable ammunition rework site.

(18) Conduct pre-off-load/pre-back load conferences with appropriate agencies.

(19) Provide notice to the commander, Explosive Ordnance Disposal Group (COMEODGRU) TWO at least 15 days in advance of required Explosive Ordnance Disposal (EOD) support.

(20) Submit reports as required by the COMMARCORLOGBASES.

(21) Submit Spot/Incident Reports in accordance with current directives.

(22) Provide final load plans to Ship's Master, major subordinate command representative and supported MEF, NBG, and NMCB's.

(23) Provide stowage plans diagrams with a complete Ships' Cargo Manifest (SCM) report to the MCMC shipboard supervisor.

f. **COMMARFORLANT (MPSRON-1) and COMMARFORPAC (MPSRON-2 and 3)**

(1) Ensure that appropriate MAGTF commanders establish planning relationships with designated MPF, NSE, and NMCB commanders and FltHosp personnel.

(2) Develop requirements for class V(W). Monitor class V(A) attainment.

(3) Review and return with changes embark plans submitted to the RAC Team.

(4) Perform RAC's in conjunction with BICmd's ISO 9002 Quality System.

(5) Provide at the MEF's discretion, liaison personnel to the applicable ALTORDCOM to assist in plan interpretation and to provide an AIS interface for update of inventory data.

(6) Notify all concerned of any plans to conduct training exercises in conjunction with the MMC. Notification

should be made at the earliest possible time and support requirements provided to the BICmd at least 6 months prior to the start of the exercise.

g. **COMNAVAIRSYSCOM**

(1) Determine requirements and provide funding support for the aviation SE and class V(A) maintenance programs.

(2) Coordinate with the COMMARCORLOGBASES, the appropriate MARFOR, BICmd, applicable ALTORDCOM, and supported commanders for planning and execution of the MMC.

(3) Coordinate with the CMC (ASL) to retain overall technical control of aviation SE maintenance.

(4) Provide technical guidance/direction to assigned maintenance site personnel.

(5) Account for all government property assigned to the aviation SE maintenance contractor.

h. **COMNAVFACENGCOM**

(1) Provide NSE equipment, supplies, and personnel via appropriate FLTCINC to the MMC.

(2) Coordinate planning and cost reimbursement for maintenance support for the MMC.

(3) Coordinate planning for maintenance of NMCB for the MMC.

i. **Commander, Naval Safety Center (COMNAVSAFCEN).** Participate in the formulation of MMC safety plans and provide personnel, as required, in support of the BICmd.

j. **COMNAVSEASYSCOM**

(1) Coordinate with CNO; Surface Forces, Atlantic (SURFLANT); Surface Forces, Pacific (SURFPAC); and the Ship's Parts Control Center (SPCC) to fund, attain, and maintain ammunition for the NSE.

(2) Provide support for class V(W) inspection, rotation, and packing/re-packing at the applicable ALTORDCOM.

(3) Retain overall technical control of class V operations at the applicable ALTORDCOM and provide technical guidance directly to assigned ALTORDCOM personnel in conjunction with the COMMARCORSYSCOM.

(4) Coordinate class V activities between BICmd, applicable ALTORDCOM, and the supported commander in connection with the MMC.

k. **Commander, Military Sealift Command (COMSC)**

(1) Provide updates to ships' schedules to meet MMC requirement.

(2) Coordinate off-load/back-load of bulk POL and cargo water for MPS.

(3) Authorize direct liaison between BICmd, supported commander, and Ship's Master for off-load and on-load planning.

(4) Provide MSCLANT Outportsman support at BICmd.

(5) Develop and submit to the U.S. Coast Guard the applications and permits to handle hazardous cargo.

l. **Commander, Maritime Prepositioning Ships Squadron (COMPSRON).** Ensure compliance with published MMC ships' schedules.

m. **U.S. Coast Guard/Captain of the Port, Marine Safety Office (MSO) Jacksonville, Florida**. Establish security safety zones as deemed appropriate in the St. Johns River during each period a MPS is on berth at Blount Island and issue permit to handle explosives.

n. **Commander, Military Transportation Management Command Eastern Area CMDRMTMC, CEA Bayonne, New Jersey /CMDRMTMC Cape Canaveral, Florida**

(1) Provide contracting support to BICmd for MPS off-loads/back-loads.

(2) Provide inland transportation and port support for movement and off-load/back-load of equipment and supplies.

(3) Provide a contracting officer representative to BICmd.

o. **Officer in Charge (OIC), Personnel Support Activity, Jacksonville, Florida**. Provide personnel administration, disbursing, and other support services for Navy personnel assigned to BICmd.

p. **COMEODGRU TWO**. As required by the BICmd, provide area EOD support during periods of off-load/ back-load at Blount Island and movement of ammunition between Blount Island and the applicable ALTORDCOM.

q. **CO, Naval Air Station (NAS) Jacksonville, Florida**. Provides personnel services (e.g., legal services, exchange services, etc.) and message traffic handling support to BICmd.

r. **CO Naval Healthcare Support Office, Jacksonville, Florida**. Provides on site medical support as well as referral and consulting services in accordance with current agreements coordinated between the CMC and COMNAVMEDCOM.

4-8. MAINTENANCE PROCESS BY COMMODITY

a. **Class I Prepositioning Objective Supplies**

(1) Policies regarding class I for the Marine Corps are contained in the MPF Logistics Support Manual (MCO P3000.17) published by the CMC (P).

(2) MRE's are rotated every maintenance cycle.

(3) The quality of prepositioned potable water is a major subordinate command responsibility.

b. **Class II Prepositioning Objective Supplies**

(1) Class II items are normally containerized or mobile loaded by the MCMC during the maintenance cycle. The MCMC initiates the accounting for these items by making entries into MDSS II.

(2) BICmd is considered to be the using unit for MPF class II items and, accordingly, orders class II parts based on Stock List-3 (SL-3) and Technical Manual (TM) changes.

(3) Inspections of class II items are made, as they are off-loaded on a specified sample basis by Table of Authorized Materiel (TAM) number, e.g., for TAM X1234 inventory 50 percent of the item. Where feasible, data will be kept to

ensure samples are different each time a ship returns to BICmd for the MMC.

c. **Class III (Packaged) Prepositioning Objective Supplies**

(1) Class III (packaged), are normally containerized by the MCMC during the MMC.

(2) When an MPF vessel arrives at Blount Island, all packaged POL's are off-loaded. A 100 percent shelf life check of these items is made. As required, DOD laboratories assist BICmd on sampling and extending the shelf life of items in accordance with applicable directives.

(3) Expired and class III (packaged) items with less than 24 months (Type I shelf life code M, Type II shelf life code 6) are shipped to the Defense Reutilization Management Office (DRMO) for distribution.

d. **Class IV Prepositioning Objective Supplies**

(1) BICmd planning staff spread loads the class IV requirements in accordance with the NAVMC 2907.

(2) The class IV items are downloaded, inspected, replenished, and repacked.

e. **Class V(W) and (A)**

(1) At Blount Island, ammunition containers are off-loaded and moved to a staging area.

(2) A random sample (10-15 percent of the containers) is inspected to ensure blocking and bracing is sound for the movement to the applicable ALTORDCOM.

(3) High security risk items (missiles, fragmentary grenades, etc.) are segregated and railed to the applicable ALTORDCOM with armed guard protection.

(4) This movement to the applicable ALTORDCOM must be in compliance with Code of Federal Regulation 49.

(5) Ammunition slated to be shipped to an inland depot will also be segregated at Blount Island and railed by separate means.

(6) Activities at the applicable ALTORDCOM focus on container inspections and swapping out munitions requiring rework and renovation.

(7) For those ammunition containers having munitions not required for rework/renovation/testing, a certified safe container inspection is conducted. The Marine Detachment at the applicable ALTORDCOM assigns a school-trained person to lead the inspection team. This team is comprised of the Marine Corps liaison officer, major subordinate command's representative, MEF liaison officer, and the Marine Detachment representative to conduct the inspection.

(8) When containers pass the inspection, they are weighed, moved to a storage site, and segregated (if they have high security risk munitions) awaiting transportation back to Blount Island.

(9) Those containers which have munitions slated for rework, renovation, or testing are moved to the production facility and unstuffed. The containers are inspected, repaired as necessary, and restuffed; blocking and bracing is reinstalled. They are given a certified safe container inspection. Bar code labels are applied inside the containers. Form DD 1348 is completed. The doors to the containers are sealed. The containers are weighed and moved to a staging area.

(10) At the staging area, the RAC liaison team verifies the weights of all containers and their cable seals with the Retail Ordnance Logistics Management System (ROLMS) data and the explosive placards on the outside of the containers.

(11) Data input into the ROLMS is taken to BICmd for inclusion into the MDSS II database. The data at Blount Island is used to complete the ship's load plans and must arrive 7 days prior to the back-load.

f. **Class VII Prepositioning Objective Supplies**

(1) Prior to a ship arriving at the maintenance cycle site, MCMC shop managers develop a process plan for all PEI's. PEI's are scheduled into their shops as space, technicians, and parts become available.

(2) All PEI's used in an exercise, requiring modifications or corrective maintenance, are scheduled for induction into the MMC, which will conduct a complete review of

the record jackets of all items used in an exercise prior to commencement of maintenance actions.

(3) All remaining PEI's receive Limited Technical Inspections (LTI) by the MCMC to identify corrective maintenance requirements.

(4) An oil analysis is performed on all vehicles and lighterage during the maintenance cycle. Samples will be pulled and sent for testing on all engine, transmission, and hydraulic systems.

(5) Inspections are conducted in accordance with section 4-9.

(6) The PEI's are then married together with associated equipment.

(7) Mobile loaded supplies are then placed on designated vehicles in accordance with the Mobile Load Plan.

(8) All vehicles are given a final embarkation check to ensure that their loads do not exceed ship height restrictions or the vehicles gross cross country road weight capacity.

g. **Class VIII Prepositioning Objective Supplies**

(1) Once off-loaded, all medical and dental equipment and supplies are inspected. One hundred per cent of all medicines are checked for shelf-life.

(2) Class VIII items or materiel are repacked in accordance with current Marine Corps Orders and are spread loaded according to plans. Class VIII materiel will be maintained in AMAL/Block configuration. These may be placed in capability sets to outfit specific organizations, such as a battalion aid station.

(3) Preservation and packaging activities are completed by the MCMC.

(4) The MCMC then enters data into the TAMMIS automated information system. Unique TAMMIS data is given to each MEF for management purposes. In this manner, each MEF is provided with a read-only access capability to the existing TAMMIS to track such things as lot numbers, manufacturers,

shelf-life dates, etc. All AMAL/ADAL data is inputted into MDSS II.

h. **Class IX/Batteries Prepositioning Objective Supplies.** The class IX/batteries are off-loaded and reconfigured to comply with the most current core block allowance listing.

i. **Containers**

(1) The COMMARCORLOGBASES, (Code 90) budgets for the repair and replacement of all containers for the MPF Program.

(2) The BICmd directs the MCMC to unload equipment in accordance with the SOW. Once emptied, containers are inspected, repaired as necessary and recertified in accordance with the SOW.

(3) Container accountability and management of container spares is a COMMARCORLOGBASES, (Code 90) responsibility.

j. **NSE Equipment**

(1) The COMMARCORLOGBASES and the COMNAVFACENGCOM have entered into an ISSA wherein MARCORLOGBASES, on a reimbursable basis, will maintain NSE and NMCB equipment. This includes providing contracted labor, materiel, travel, and per diem afloat and at the maintenance site.

(2) Lighterage/LCM-8's and hose reels maintenance activities follow:

(a) Navy Cargo Handling and Port Group (NAVCHAPGRU) personnel crane the lighterage/LCM-8's/hose reels over the sides of the ships.

(b) The MCMC makes minor repairs to the lighterage/LCM-8's to insure safe transit to the repair facility.

(c) The MCMC moves the lighterage/LCM-8's/hose reels to ship repair facilities and the equipment is dry-docked.

(d) NBG personnel conduct an LTI of the lighterage/LCM-8's/hose reel.

(e) Blasting and painting is accomplished during the MMC.

(f) All repairs are completed.

(g) Lighterage and LCM-8's are launched and prepared for OPTESTS.

(h) The NBG conducts a RAC on lighterage/LCM-8's/hose reels maintenance. The BICmd Naval Support Management Branch performs all QA - actions with the assistance of the RAC Team.

(i) Equipment is accepted and returned to the ship for embarkation.

(3) All other NSE equipment (T/A-55 and T/A-57 items) are maintained in a manner in which Marine Corps supplies and equipment are maintained; i.e., if they are a PEI, they are maintained similar to Marine Corps class VII items.

k. **Aviation SE**. All aviation SE maintenance for the MPF program is coordinated by BICmd during each ship's designated maintenance cycle. NAVAIR (AIR 3.1B.2) designated contractor personnel perform all required maintenance during the period of availability. An extensive planned maintenance program has been designed by NAVAIR (AIR 3.1B.2) to achieve 100 percent return of aviation SE to the ships in a ready for issue (RFI) condition consisting of four phases: Off-load Phase, aviation SE Inventory, Maintenance, and Back-load.

(1) During the Off-load phase:

(a) Aviation SE Rolling Stock is unloaded and moved to the aviation SE contractor's maintenance facility.

(b) Aviation SE designated containers are transported from the MPS to aviation SE contractor's maintenance facility.

(c) All equipment is uncrated and containers unpacked.

(2) During the aviation SE Inventory phase:

(a) All aviation SE, containers, and associated support material against support documents is inventoried.

(b) Equipment to be calibrated is identified, transported, and accepted by designated calibration labs.

(c) Shelf-life items are screened for expiration dates occurring prior to the next projected off-load (e.g., repair parts, consumables, POL's) and replaced with items meeting shelf-life criteria.

(d) Required Support Equipment Changes (SEC)/Support Equipment Bulletins (SEB) and rapid action changes are identified.

(e) All superseded aviation SE (common and peculiar) is replaced with modernization/replacement items.

(3) During the maintenance phase:

(a) All specifically identified aviation SE assets are depreserved.

(b) An inspection is conducted in accordance with maintenance requirement cards (MRC).

(c) Start-up functional operation checks on all hydraulic and pneumatic equipment are performed.

(d) All discrepancies are corrected and/or documented.

(e) All mobile facilities (MF) are inspected in accordance with MRC's.

(f) Applicable SEC's/SEB's are incorporated.

(g) All maintenance performed is annotated on 4790/51 cards.

(4) During the back-load phase:

(a) All aviation SE, POL/C, and other associated support materiel are preserved, packaged, and packed.

(b) All identified aviation SE is staged and stuffed/packaged within designated MF's or steel containers.

(c) An inventory list is developed and provided by container and by ship.

(d) Aviation SE and associated support materiel is staged for transportation to ship staging area.

(e) FltHosp maintenance procedures will be developed and published at a later date.

(f) EAF maintenance equipment/supplies are inventoried, inspected, and reworked as necessary.

4-9. BLOUNT ISLAND COMMAND'S ISO 9002 QUALITY SYSTEM

a. **BICmd's Quality Mission**. Through an environment of process improvement, teamwork, partnering with industry, and learning, BICmd plans, coordinates, and executes Marine Corps prepositioning logistics efforts by working closely with customers and the entire DOD logistics community.

b. **BICmd Quality Policy**. BICmd will offer the highest availability and mission readiness of prepositioned equipment and supplies which are the keys to a successful Marine Corps employment for contingency or Operation-Other-Than-War. BICmd's quality system procedures shall be prepared, consistent with requirements of ISO 9002, and the command's quality policy. Documented procedures and work instructions shall be prepared for activities to the level where lack of these procedures could adversely affect quality. Procedures and work instructions prepared by BICmd and the MCMC can be willingly provided to the operational forces upon request.

c. Detailed ISO 9000 guidelines for conducting the MMC will be published at a later date.

d. **Port Operations**

(1) Equipment is vulnerable from the time it is declared ready for embark to the time that it is secured aboard ship. Movements to various staging areas and aboard ship offer ample opportunities for hoses to burst, gauges to burn out, tail lights to be cracked, and a myriad of other things go wrong due to unplanned incidents, human error or a part reaching the end of it's service life at that moment. Equipment specialists will be assigned to the port operations team to identify and expedite correction of the problems discovered prior to final embarkation.

(2) Inspectors assigned to the port operations team will coordinate their efforts with the port operations officer. Their functions are to look for unsafe conditions, transportation damage, leaks, and condition of mobile loads. They are to accomplish their tasks without interfering with the embarkation process or causing themselves or others to be endangered in the congested port environment.

e. **Readiness Acceptance Checks (RAC)**

(1) Mission statement for the RAC team. To ensure adherence to commander's intent during execution of MMC plans in concert with BICmd to include development of ship's deck load, major subordinate command's spread load plans, appropriate operational plans (e.g., capability sets, mobile load and container plans), collection of data and visibility on equipment associations, modifications, all stock list (SL) deficiencies, maintenance variations and quality assurance. Assist with the collection of end-of-ship data that satisfies BICmd and MEF operational requirements. Share and report all interoperability issues with sister MEF's and the supporting establishments.

(2) Each supported MEF commander will be afforded the opportunity to conduct RAC on equipment and supplies. A liaison team will operate in coordination with the QA effort to ensure that the time constrained maintenance cycle is not impaired.

(3) A RAC may include continuous surveillance of processes, data, contractor performance tests, and MEF materiel readiness checks. Since many items are not certified as being embark-ready until late in the maintenance cycle, the best time to conduct a RAC is as the equipment is being processed. For example RAC for a forklift could include observation of the contractor's load test. This obviates the need to conduct a separate test late in the cycle after the forklift is mobile loaded and preserved.

(4) NOTIONAL RAC TM T/O:

BILLET	RANK	MOS
TEAM OIC	MAJ	0402/0430
EMBARK OFFICER/ASST OIC	CAPT/CWO	0430
TEAM SNCOIC	MGYSGT	3043/0491
ADMIN CLERK	SGT	0151
LOGAIS NCO	SGT	0431
LOGAIS NCO	SGT	0431
ORD SPEC (AAV/LAV)	GYSGT	21XX
ORD SPEC (TANK/ARTY)	GYSGT	21XX
ORD VEH MAINT SPEC	GYSGT	2149
SUPPLY ANALYSIS (PLANS)	GYSGT	3043
SUPPLY ANALYSIS (PLANS)	SSGT	3043
UTILITIES CHIEF	GYSGT	1169
ENG EQPT CHIEF	GYSGT	1349
BULK FUEL SPEC	GYSGT	1391
COMM SPECIALIST	GYSGT	28XX
COMM SPECIALIST	GYSGT	25XX
IMRL ASSET MANAGER	SSGT	6042
MOTOR TRANS SPEC	GYSGT	3529
MOTOR TRANS SPEC	GYSGT	35XX
BIO MED REPAIR	HMC	8478/8479
AMMO SPECIALIST	GYSGT	2311 NOTE/1
AVN ORD SPEC	GYSGT	65XX NOTE/1
EAF MECHANIC	GYSGT	7011

NOTE/1: Not a full time requirement.

(5) Standard size RAC teams enable standardization of RAC team support requirements while at BICmd. This will enable the procurement of a permanent suite of office equipment to be maintained at BICmd that will enable savings to MPF program and MEF's. Minimum support requirements include:

a. FOUR 400MB COMPUTER SUITES
b. TWO PLOTTER/PRINTERS
c. DEDICATED COPIER
d. FOUR CELLULAR PHONES
e. TEN SABRE RADIOS W/TWO CHARGERS
f. MAINTENANCE SUPPORT CONTACTS FOR EQUIPMENT ABOVE (AS REQUIRED)
g. GSA VEHICLES
h. OFFICE FURNITURE AND SPACE TO SUPPORT STANDARD SIZED RAC TM T/O

(6) Notional T/O and equipment requirements are minimum requirements. MEF commanders have option to augment baseline T/O’s with additional personnel; however, funding would be MEF commander’s responsibility above the approved notional T/O.

(7) The Material Readiness Test (MRT) is a part of the RAC and conducted by representatives of the supported commander. For PEI's, equipment/supplies will be available for maintenance MRT prior to BICmd Quality Assurances (QA). After an MRT/QA certification, a PEI could require additional processing steps, such as association of mobile loaded equipment and packing, packaging, or preservation. The mobile load may then be administered a RAC to reassure compliance with the supported commander's plans and/or the vehicle may be given an MRT, if not previously tested. Thus, a PEI could undergo several inspection processes by the supported commander's personnel prior to certification of embark readiness.

(8) Inventory MRT will be conducted as containers are stuffed, items are packaged, or class IX is put on location. Once a container or box is sealed, weighed, and marked, the

equipment/supplies are certified embark ready and cannot be reopened.

(9) RAC/MRT discrepancies will be recorded using the BICmd ISO 9002 Quality Management System cycle.

4-10. EMKBARKATION DOCUMENTATION

a. **General**. Load plan documentation for MPS requires the development of several types of reports, which identify the cargo, supplies, and equipment loaded on each ship. These reports are ship stowage diagrams, dangerous cargo manifest, and ship's cargo manifest. They provide the proper identification of cargo for its stowage on each ship, either as general cargo containers, ammunition containers, hazardous cargo containers, break-bulk cargo, or vehicles. The ship stowage diagrams provide the stowage location of all cargo on each ship.

b. **Stowage Diagrams**

(1) A vehicle stowage diagram shows the location of all vehicles and cargo loaded on a specific deck.

(2) A container stowage diagram shows the location of all containers loaded in a specific location; i.e., hold and deck, or hold and cargo bay.

c. **Dangerous Cargo Manifest (DCM)**

(1) The DCM lists all cargo that is considered hazardous or dangerous in nature. Examples of these cargoes are ammunition, flammable liquids, oxidizers, compressed gases, etc. (See figure 4-1).

(2) The DCM provides specific information on the types of hazard, net explosive weight, stowage compatibility with other cargo, proper shipping name, hazard classification, United Nations (UN) Number, International Maritime Organization (IMO) Class, and stowage location on each ship.

d. Ship's Load Plan Documentation Requirements

(1) Ship's load plan documentation is the responsibility of the COMMARCORLOGBASES, Albany and includes the following.

(a) Stowage diagrams of vehicles, containers, and break bulk cargo;

(b) Trim and Stability worksheets;

(c) DCM; and

(d) Ship's Cargo Manifest.

Rec No	Proper Shipping (Correct Technical Name/DODIC)	Hazard Classification	IMO Clas	UN No	Labels/ Placards	Pieces	Type Pack	Gross Wt (Lbs)	Net Explosive (Lbs)	Cont. #	HD	BY	TR	CL	DK
37	Grenade, Tear Gas (G963)	Irritating Material	1.46	0301	Irritant	1	Cont	2500	96.00	0082325	04		09	05	MD
38	Grenade, Tear Gas (G964)	Irritating Material	1.46	0301	Irritant	1	Cont	660	26.67	0082325	04		09	05	MD
39	Small Arms Ammunition (A059)	Class C Explosive	1.46	0012		1	Cont	2500	150.39	0082325	04		09	05	MD
40	Small Arms Ammunition Irritating Cartridge (B567)	Class C Explosive	1.46	0301	Irritant	1	Cont	2500	136.15	0082325	04		09	05	MD
41	Small Arms Ammunition (A063)	Class C Explosive	1.46	0012		1	Cont	2500	526.08	0082325	04		09	05	MD
42	Corrosive Liquids, N.O.S. (K900)	Corrosive Material	8	1760	Corrosive	1	Cont	200	0.00	0082325	04		09	05	MD
555	Acetic Acid, Glacial	Corrosive	8	2789	Corrosive Flammable Liquid	7	BT	136	0.00	0350011	04		09	07	MD
556	Caustic Alkali Liquids, N.O.S. (Diethylenetriami NE & Sodium Hydroxide)	Corrosive	8	1719	Corrosive	285	CN	29880	0.00	0114607	04		09	15	MD
557	Paint	Flammable Liquid	3.3	1263	Flammable Liquid	16	CN	326	0.00	0332574	05		0	06	MD
558	Paint	Flammable Liquid	3.2	1263	Flammable Liquid	4	CN	110	0.00	0332574	05		0	06	MD
559	Flammable Liquid, N.O.S. (Chlorinated Solvents)	Flammable Liquid	3.2	1993	Flammable Liquid	1	CN	12	0.00	0332574	05		0	06	MD
560	Flammable Liquids, N.O.S. (Toluene & Methyl Ethyl Ketone)	Flammable Liquid	3.2	1993	Flammable Liquid	106	CN	90	0.00	0332574	05		0	06	MD

Figure 4-1 Dangerous Cargo Manifest.

Rec No	Proper Shipping (Correct Technical Name/DODIC)	Hazard Classification	IMO Clas	UN No	Labels/ Placards	Pieces	Type Pack	Gross Wt (Lbs)	Net Explosive (Lbs)	Cont. #	HD	BY	TR	CL	DK
561	Paint	Flammable Liquid	3.3	1263	Flammable Liquid	4	CN	140	0.00	0332574	05		0	06	MD
562	Petroleum Distillates N.O.S. (Asphalt Cutbacks)	Flammable Liquid	3.3	1268	Flammable Liquid	3	CN	275	0.00	0332574	05		0	06	MD
563	Flammable Liquids, N.O.S. (Xylene & Ethyl Alcohol) (Reagent, Ref. Oil)	Flammable Liquid	3.2	1993	Flammable Liquid	10	BT	17	0.00	0332574	05		0	06	MD
564	2-Ethylbutanol	Flammable Liquid	3.3	2275	Flammable Liquid	2	CN	89	0.00	0332574	05		0	06	MD
494	Pesticides, Liquid, Toxic, N.O.S. (Benzyl Benzdate)	Poison	6.1	2902	Poison	12	CN	156	0.00	0113961	05		0	08	MD
495	Flammable Liquids N.O.S. (Mineral Spirits & Chlorinated Paraffins)	Flammable Liquid	3.3	1993	Flammable Liquid	3	CN	194	0.00	0113961	05		0	08	MD

Figure 4-1 Dangerous Cargo Manifest (Cont).

1. **Collect Weight Tickets**
2. **Submit RO/RO Diagrams**
3. **Paint Priority #s**
4. **Complete Mobile Load QA**
5. **Receive General Cargo Data**
6. **Prepare Container Stow Plans**
7. **Submit:**
   - **Lighterage Sequence**
   - **Embark Schedule**
   - **Other Embark Data**
8. **Stage Items**
9. **Hold Load Conference**
10. **Commence Loading**
11. **Provide DCM and Container Diagrams**

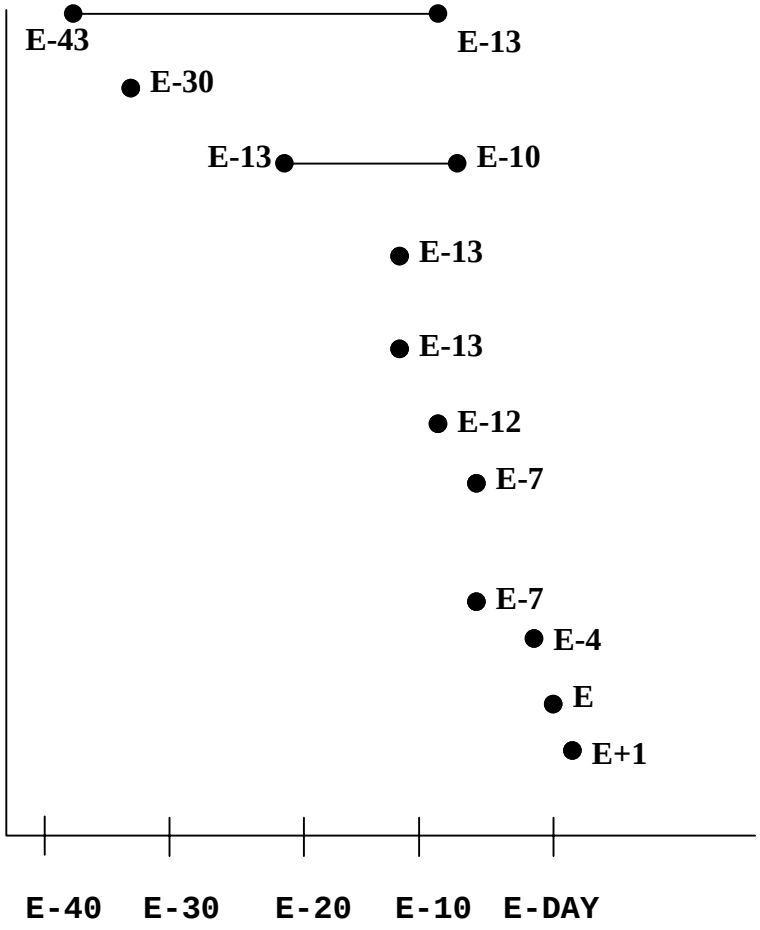

Figure 4-2 Embarkation Timelines.

CHAPTER 5

AFLOAT PHASE

5-1. SHIPBOARD MAINTENANCE

a. **General**. The maintenance concept to be used for MPE/S will be that of continual shipboard maintenance and equipment/supplies surveillance by an embarked MCMC team. Specific maintenance requirements are contained in the statement of work (SOW).

b. **Categories of Embark Equipment/Supplies**. Materiel embarked aboard MPS will be divided into two distinct categories, contingency stock, and MCMC operational stock (to support the shipboard maintenance concept). MCMC operational stock will be CIS furnished equipment/supplies to include required test equipment, repair parts, and Preservation, Packing, and Packaging (PP&P) support equipment, and supplies not furnished as the ship's complement. Only the MCMC will be authorized the use of operational stocks.

c. **Resupply of Operational Equipment/Supplies**. Requests for resupply of operational stocks will be from the Shipboard MCMC to the Port MCMC. Resupply of equipment/supplies will be made through Asset Tracking of Logistics and Supply System (ATLASS) and the Marine Corps Integrated Maintenance Management System (MIMMS) programs. If equipment/supplies are not readily available, or the MCMC can furnish the equipment/supplies more economically, the MCMC may do so, as long as the contract dollar limitations are not exceeded.

d. **MCMC Responsibilities**. Responsibilities of the MCMC include the following:

(1) Cyclic inventory.

(2) Cyclic stock surveillance.

(3) Preventive and corrective maintenance as directed.

(4) Exercise and reprocess of all Principal End Items (PEI) in accordance with specific instructions and schedules.

(5) Modifications as directed.

(6) Stock rotation as directed; shelf-life.

(7) Quality Control (QC).

(8) Maintenance of libraries that support the maintenance concept.

(9) Operation and applicable file maintenance of ATLASS/MIMMS.

(10) Maintenance of applicable equipment manual records.

(11) Identify equipment/supplies requiring calibration.

e. **Coordination Responsibilities**. MARCORLOGBASES is the procurement contract officer and will be the coordinator for all contract maintenance aspects of the MPF Program. To ensure all equipment/supplies are in ready-line condition (level B, drive away), and that the MCMC is in compliance with provisions of the contract, the COMMARCORLOGBASES will conduct periodic technical inspections of equipment and records aboard MPS.

f. **MCMC Execution**. Specific instructions for MCMC application of those actions required in paragraph d, are contained in the SOW and appropriate TMs. The MCMC will account for all returned Communications Security Equipment and Materials (CMS) as per the Communications Security Material Systems Policy and Procedures Manual (CMS-1). Maintenance requirements not within the capacity of the MCMC will be referred to the COMMARCORLOGBASES, who will direct appropriate action; e.g., replace equipment, dispatch a maintenance team to correct deficiency, etc.

g. **Non-Marine Corps Equipment/Supplies**. The cost for all maintenance and CIS work performed on other than Marine Corps equipment/supplies; i.e., NSE equipment and aviation SE will be identified separately. Reimbursement will be provided by the owning service through an ISSA.

h. **Special Instructions to MCMC for Returned Equipment/Supplies**. Special instructions for contract support for return of equipment/supplies from operations/exercises follow:

(1) All equipment/supplies being embarked aboard an MPSRON outside of the Continental United States (CONUS) must be inspected/certified in accordance with appropriate directives.

Accurate records will be maintained by the MCMC identifying all equipment/supplies taken from the ship and re-embarked or new items embarked outside of CONUS. These records will include item identification, where debarked/embarked, time frame, and records of the agricultural inspection or notification by U.S. Department of Agriculture (USDA) that an inspection was not required.

(2) The equipment/supplies used during the operation/exercise will be identified by serial number and location and will be the subject of special CIS requirements outlined below:

(a) Thorough preservation procedures will be applied.

(b) The next inspection date will be established for exercise and reprocessed 30 days later.

(c) If the next inspection date coincides with a CIS cycle for the vehicle, it will be thoroughly checked for any deterioration. If deterioration is noted, it will be recorded, corrected, and a new inspection date established 30 days later. This process will be continued until no defects are noted at which time the subject equipment will revert to the normal CIS cycle.

(d) If no deterioration is noted after the first 30 days, the equipment will revert to a normal CIS cycle.

(e) When required, fuel tanks will be purged in accordance with provisions of the SOW.

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NOTE

Forces are mandated to return equipment in the same condition as it was prior to down load. This means that the forces would be responsible for any purging. The MCMC would ensure purging was adequate prior to back-load.

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5-2. ISSUE PROCEDURES FOR MPE/S

a. **General**. Authority to issue MPE/S is controlled by the COMMARCORLOGBASES. Other accountable activities will coordinate issue requirements with the COMMARCORLOGBASES to

ensure positive control. The OIC, Technical and Assistance Advisory Team (TAAT) will be the COMMARCORLOGBASES' agent on site, in the training or contingency area.

b. **Issue Of Equipment/Supplies**. Issue from MPE/S will be for one of the following reasons:

(1) For stock rotation, issues can include any equipment/supplies embarked (contingency material or CIS equipment/supplies).

(2) For the Blount Island maintenance activity, issues will normally be only PEI's and secondary reparable items.

(3) For exercises, issues will normally be limited to PEI's with installed collateral material. Specific instructions for issuing equipment during exercises are contained in paragraph 5-2.d (1).

(4) For contingency operations, issues may include any embarked equipment/supplies.

(5) For Communications Security Materials and Equipment (CMS).

(a) If an MPF vessel or MPSRON is activated in support of a contingency or an operational exercise, the MCMC Electronic Key Management System (EKMS) is authorized to effect permanent account-to-account transfers of COMSEC materials to an authorized MARFOR unit EKMS Manager/CMS custodian with the approval of Director, CMS.

(b) If an MPF is activated in support of an operational exercise, the MPF Local Element (LE) supervisor is authorized to issue or temporarily transfer COMSEC materials to properly designated MARFOR LE personnel. These LE personnel shall initiate a Letter of Agreement (LOA) between the USMC forces and the MPF LE Supervisor. CMS Acknowledgment Forms must be completed before the MPF LE Supervisor is authorized to issue or temporally transfer COMSEC material. All COMSEC/Controlled Cryptographic Item (CCI) equipment will be accounted for by usage of SF153 (Local Custody) Form from the ship supervisor to the Operating Force and vice versa upon return of the equipment.

(c) The MARFOR shall ensure that an authorized LE supervisor is designated to properly receipt and issue COMSEC materials, including SINCGARS radios. Equipment with SINCGARS

radios will not be issued prior to effecting the CMS transfer. Issues or temporary transfers of CCI COMSEC will only be made to authorized LE supervisor/CMS custodians.

****

NOTE

If it becomes necessary to transfer materiel from the MPF to another Government entity, the MCMC EKMS Manager will follow those procedures outlined in CMS-21.

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c. **Limited Technical Inspection (LTI) Requirements**. Unless otherwise directed by the COMMARCORLOGBASES, all issues of PEI's will be subject to a joint LTI's in accordance with the applicable TM and TM-4700-15/1 prior to issue.

****

NOTE

Only limited LTI's can be conducted on-board ship, the MAGTF and shipboard MCMC will ensure complete LTI's and SL-3 inventories are conducted upon down load.

****

d. **Issue to Operational Units**. Exercising units activate the doctrinal, temporary task organizations to accomplish equipment off-loads, arrival and assembly and force stand-up during exercises as they would for contingency response. These organizations maybe tailored, or down sized due to exercise constraints.

(1) Operational units drawing MPE/S for contingencies or training operations will, after making liaison with the COMMARCORLOGBASES, activate an appropriately tailored task organization to accomplish equipment off-load. Related actions include:

(a) Performing the required LTI's.

(b) Planning debarkation of identified (exercise and non-exercise required) equipment and supplies.

(c) Performing any required depreservation not completed by the MCMC.

(d) Signing the Consolidated Asset Listing (CAL) upon acceptance of MPE/S, thereby assuming responsibility on

behalf of the MEF commander. Because mobile loads are not included in this document for exercises, a listing of rolling stock (with the exception of generators and floodlights) are all that is listed. CAL's should be signed prior to the MPE/S movement to the AAOE's. This formally documents accountability transfer from the COMMARCORLOGBASES to the MEF. (Each shipboard senior MCMC must be provided a signed CAL for MPE/S off-loaded from their ship.)

(2) When the accountable MEF accepts MPE/S, the following actions will occur:

(a) The MCMC will document the issue of MPE/S with a CAL and obtain a signature from the designated MEB responsible officer (RO). Subsequent sub-custody to subordinate elements of the MEB will be the responsibility of the MEB RO.

(b) The MCMC will report the issue of MPE/S via formal class I supply systems (i.e., ATLASS) only in the event of a contingency deployment. Shipboard MCMC transmits electronic mail attachments of transactions to Port MCMC for induction into class I systems.

(c) The MCMC will maintain two copies of all signed CAL's with a copy of each LTI report/checklist relating to that CAL.

e. **Issue to Other Than Operational Units**. When the issue is not to an operational unit the following actions apply:

(1) The MCMC will receive disposition instructions from the COMMARCORLOGBASES to include:

(a) Information to prepare the CAL.

(b) Information for transportation documentation.

(c) Special control requirements and/or reporting instructions.

(2) The MCMC will maintain complete records of all transactions in addition to those recorded on the mechanized records.

f. **Reports of Issues**. Reports of issue will be provided to MARCORLOGBASES, who will communicate the event to the gaining accountable activity.

5-3. MPF EXERCISES

a. **General**. Exercises of the MPF may be directed by the Joint Chiefs of Staff (JCS), the supported commander in chief (CinC), or other competent authorities. This paragraph will only address the coordination required to prepare MPE/S for exercising and the actions necessary to depreserve, activate, issue, and recover MPE/S.

b. **Responsibilities**

(1) The Commander, Marine Forces (COMMARFOR) shall:

(a) Coordinate to ensure all exercise related costs are covered as well as maintenance of MPE/S while being exercised. This includes regeneration cost.

(b) Determine type and quantity of MPE/S to be used in the exercise. Additionally, determine and procure the appropriate support repair parts, replacement batteries, POL, and PP&P material to support the exercised equipment.

****

NOTE

If weapons are to be used, any collateral material needed for the cleaning of these weapons is also the responsibility of the exercising force.

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(c) Determine collateral or ancillary equipment needed to activate or use the MPE/S, which cannot be drawn from MPF stocks; i.e., vehicle or radio batteries.

(d) Notify MARCORLOGBASES of the TAM Control Number (TAMCN), serial number, nomenclature, and quantity of equipment by ship to be exercised.

(e) Notify the CMC (A) for coordination with NAVAIR for any prepositioned aviation SE to be used.

(f) Transport the required ancillary equipment, repair parts, and batteries to the exercise area.

(g) Provide personnel and equipment for an LTI, and draw and depreserve the MPE/S.

(h) Designate an officer to properly receipt for MPE/S to document accountability transfer from MARCORLOGBASES to the gaining MEF and NSE. This officer should be familiar with MPE/S and be readily available to address accountability questions with the OIC, TAAT, or other designated MARCORLOGBASES representatives; e.g., contracting officer's representative (COR) or MCMC.

(i) Provide personnel, equipment, and supplies to represerve equipment prior to return to the MPF.

(j) Ensure adequate time is allotted to return MPF equipment in the same condition as issued. A joint COMMARCORLOGBASES/MEF LTI will be used to document condition of equipment upon issue and return.

(k) Coordinate disposition of collateral and ancillary equipment upon completion of the exercise.

(l) Ensure that required agricultural inspections/certifications are completed.

(2) The COMMARCORLOGBASES will accomplish the following:

(a) Designate a Technical Assistance and Advisory Team (TAAT) to include the COR(s) and Shipboard MCMC, whose OIC will serve as the COMMARCORLOGBASES POC for the exercise (or contingency).

(b) Notify the MCMC of MPE/S to be drawn for exercises.

(c) Assist the exercise force, through the COR and MCMC, in the depreservation and preparation for issue of MPE/S.

(d) Assist, through the COR and MCMC, in the represervation and preparation of the MPE/S for return to the MPF.

(e) Coordinate replacement/repair of equipment damaged during exercises which cannot be repaired by the exercise force of the MPF; and

(f) Provide the MEF with all exercise-related costs incurred.

(3) The Exercise Force will accomplish the following:

(a) In planning for an exercise, include sufficient time for planning and executing post-exercise activities.

(b) Prepare the Order for Work and Services (NavCompt FORM 2275) for the estimated cost of supplies and maintenance, as designated by BICmd.

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NOTE

Due to the requirement to return all equipment used on an MPF exercise to its original state of readiness and to pass agricultural inspections, a significant amount of time is required to clean, conduct maintenance, and LTI equipment after an exercise.

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c. **Equipment to be Exercised**

(1) Equipment to be exercised will be limited to Marine Corps and NSE equipment, which is not stored in containers. Aviation SE required for exercises is issued after coordination with the CMC (ASL), NAVAIR (3.1B.2). These items exercised will normally be limited to the following:

(a) Vehicles.

(b) Artillery (pieces) equipment or end items.

(c) Vehicle mounted communications equipment.

(d) Vehicle mounted weapons systems.

(e) Trailers.

(f) Generators.

(g) Material Handling Equipment.

(h) Aviation SE Rolling Stock.

(2) Containers may be off-loaded to exercise throughput procedures; however, they will not normally be opened or subjected to conditions where damage is likely to occur (unless authorized by the COMMARCORLOGBASES Albany).

Refrigerated containers require connection to an appropriate power source.

d. **Equipment Which Will Not be Exercised**. All classes of supply stored in containers will not be drawn for exercise usage (unless authorized through the COMMARCORLOGBASES Albany). These items include, but are not limited to the following:

(1) Rations

(2) Camouflage netting

(3) Tentage

(4) Medical supplies and equipment

(5) Shop sets and tool kits

(6) Ammunition

(7) Class IX repair parts and batteries

(8) Aviation SE calibrated items and support asset containers

e. **Collateral or Ancillary Equipment**. Generally, any collateral or ancillary equipment mounted on a PEI will be issued for exercise with the PEI. Consumable collateral or ancillary equipment must be replaced in kind by the exercising force prior to the end of the exercise. Any issue of consumable collateral/ancillary equipment with the expectation of replacement prior to the end of the exercise must be identified and coordinated between the MEF and the COMMARCORLOGBASES prior to commencement of the exercise. Collateral/ancillary equipment includes vehicle batteries with electrolyte and radio batteries. Inventory of collateral or ancillary equipment must be accomplished prior to and upon completion of an MPF exercise to determine losses.

f. **Issue**

(1) The MEF and the COMMARCORLOGBASES will coordinate the planning requirements including the selection of equipment and the designation of specific items to be exercised. Specific tasks and responsibilities are outlined below.

(a) The MEF will decide the quantity and type of equipment to be exercised. The MEF will inform the COMMARCORLOGBASES via message of these requirements. Via message, the COMMARCORLOGBASES will then inform MCMC of these decisions and instruct the MCMC to begin preparations for issuing the equipment.

(b) The MCMC will use the information discussed in previous paragraphs to prepare CAL's. The MCMC will also locate the equipment designated for the exercise and begin initial preparations for issue. A temporary record jacket and original weapons record book for applicable equipment will be included with the equipment to be used by the using unit to record maintenance as it is performed.

(2) The Off-load Preparation Party (OPP) of the exercising unit normally includes representatives of all battalion/separate companies and NSE personnel involved in the exercise. The OPP equipment block will be inventoried and signed for by the OPP OIC. The OPP will complete the following actions outlined below:

(a) The issue procedures will be coordinated between the COR, MCMC, TAAT, and the Marine off-load liaison officer (MOLT), on behalf of unit representatives.

(1) Conduct a joint LTI in accordance with the applicable TM or TM 4700-15/1_.

(2) Complete depreservation. Turn over all dunnage and reusable crating material to the MCMC.

(b) The exercising unit's operations orders will specify and control the debarkation of the equipment. The COR will ensure that the equipment is readily accessible for debarkation.

g. **Maintenance**

(1) For exercises, the MCMC will create temporary record jackets for all items approved for use. These record jackets should include a photocopy of the SL-3 inventory, any outstanding Equipment Repair Orders (ERO)/ Equipment Repair Order Shopping Lists (EROSL), current joint oil analysis, gun books (for ordnance items), and vehicle peculiar pubs.

(2) Equipment drawn from the MPF will generally be in condition code A and will normally be returned in the same condition. Maintenance and turn-in of equipment normally takes 5 days. While the equipment is in the hands of the exercising unit, all maintenance support will be provided by the unit's organizational assets or the designated Combat Service Support Element (CSSE). Repair parts will be drawn from the Operational Deployment (OPDEP) block. No repair parts will be drawn from stocks aboard the MPS.

(3) When an item of equipment is returned to the MPSRON requiring repairs, the condition of the equipment and the required repairs will be annotated on the LTI form. In

addition, a NavCompt Form 2276 is prepared specifying contractual maintenance to be performed. The funds used are those provided previously by the using unit on NavCompt Form 2275. Any funds not required for maintenance will be transferred back to the unit. The Exercise Force will prepare the required ERO, and the MCMC will accomplish the required repairs in accordance with approved schedules. Actions required to obtain repair parts and complete maintenance related actions are contained in the user's manual.

h. **Depreservation**

(1) Depreservation is limited to exercise equipment; it requires the following:

(a) Connecting battery cables and if required, replacing and changing batteries.

(b) Uncrating collateral/ancillary material stored with the equipment and installing these items on the PEI.

(2) All protective dunnage and reusable crating material will be left with the MCMC for use when the equipment is returned.

i. **Represervation**

(1) Equipment will be returned in the same state in which it was issued. This involves the cleaning, reapplication of protective materials, and dunnage, all level "A" packed equipment/supplies returned to level "A" condition, and the recrating of all collateral/ancillary material originally stored in crates.

(2) In accordance with Agricultural Department standards, all equipment will be cleaned taking special care to remove all mud and dirt from the engine compartments, under-carriage, and suspension.

(3) Activated vehicle batteries will have the negative cable taped.

(4) Prior to the exercise, CSSE maintenance representatives and TAAT OIC will determine extent of equipment

regeneration for replacement equipment, oils, filters, and fluids. Oil Sampling, on specific post exercise equipment, by the shipboard MCMC/operating force is generally preferred vice replacement of oil and other fluids.

(5) The sourcing, funding, and reapplication of preservatives is a responsibility of the exercising unit. This includes the cleaning and application of preservatives to tank and howitzer cannon tubes. MCMC will advise and assist in this process. Preservatives may be drawn from the CIS block if absolutely necessary to meet re-embarkation and ship sailing schedules. A funding document, prepared in accordance with paragraph 5-3 g (3) above, must be provided prior to borrowing preservatives from the MCMC.

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NOTE

This cost would be covered with the NavCompt Form 2275 provided prior to the exercise. MCMC responsibility to capture cost and report to TAAT OIC. The exercising unit should provide for preservative material requirements when constructing its OPDEP supply block.

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j. **Equipment Return**. The return of MPF equipment, including Navy lighterage, will be coordinated between the COR, MCMC, and the exercising unit. The actions outlined below will be accomplished.

(1) A joint LTI will be conducted to establish equipment condition. Additionally, a sample inventory of mobile loads will be conducted to verify accountability records.

(2) The unit, with the MCMC's assistance, will reapply preservation and dunnage as required to return the equipment to the same condition as when issued.

(3) The exercising unit will turn over all ERO's, EROSL's, and other paperwork to document maintenance performed. If the equipment is not in code A condition, the actions in paragraph 5-3 g (2) and (3) above will be accomplished.

(4) The MCMC will sign the CAL indicating the turn-in of equipment.

5-4. DOCUMENTATION OF AN EXERCISE REGENERATION

a. **General**. The embarkation documentation required upon completion of an MPS Maintenance Cycle back-load is also required upon completion of a back-load for an MPF exercise and is the responsibility of the exercise force, with the exception of the dangerous cargo manifest. Exercise force representatives are not authorized to sign.

b. **No Change**. If MPE/S are back-loaded in the same configuration and to the same positions they occupied prior to the exercise off-load the exercise force will certify the continuing validity of the ship's load plan by letter to the ship's master.

c. **Changes**. If MPE/S are reconfigured (e.g. mobile loads revised) and/or, if back-load stowage differs from that which existed prior to the exercise off-load, the exercise force will provide all ship load plan documentation to the TAAT. Any changes to the loads on the vehicles will be adjusted in MDSS II and validated by the TAAT. The TAAT will ensure this information is taken back to Blount Island to update resident files. (New deck diagrams, trim, stress, and stability (TSS) reports, etc., are the responsibility of the exercise force).

d. **Distribution of Exercise Back-load Documentation**. The original documentation (either "validation letter" or completely revised Ship's Load Plan) will be provided to the ship’s master by the TAAT. The exercise force will provide a copy of the validation letter or the revised Ship's Load Plan, as applicable, to BICmd within 30 days of completion of the exercise back-load. Additional distribution of copies will be as determined by the exercise force.

CHAPTER 6

AUTOMATED INFORMATION SYSTEMS (AIS)

6-1. SCOPE. This chapter describes the AIS, which support the logistical aspects of the MPF program discussed in the previous chapters. It does not include information relating to the AIS supporting the embarkation aspects associated with the Fly-In-Echelon (FIE) nor the numerous operational applications of the principal inventory-control AIS, MAGTF Deployment Support System II (MDSS II).

6-2. MAGTF DEPLOYMENT SUPPORT SYSTEM II (MDSS II)

a. **General**. MDSS II is a class I, microcomputer based AIS maintained by the COMMARCORLOGBASES in its role as system sponsor for logistics AIS. MDSS II provides MPE/S information to all levels of command. The overall goal of MDSS II is to offer commanders and planners at all levels enhanced visibility of MPE/S. MDSS II interfaces with the Computer Aided Embarkation Management System (CAEMS), which is used to assist embarkation personnel in MPF loading plans and associated reports.

b. **MPF Planning and Execution Activities**

(1) MPF planners develop a force structure allocating equipment requirements for units/detachments (hereafter referred to simply as units) across planned lift echelons. Organizational echelons are comprised of MAGTF elements, such as Command Element (CE), Aviation Combat Element (ACE), Ground Combat Element (GCE), Combat Service Support Element (CSSE), and the Navy Support Element (NSE) for the Maritime Prepositioning Force (MPF). Organizational echelons also contain units and for embarkation sections within units. MPE/S are registered within the system and allocated to units via data entry. These items include principal end items (PEI), ammunition, aviation SE, tools, publications, administrative supplies, and non-system items.

(2) MPF planners then analyze organizational structures and determine their lift requirement. Units of major subordinate commands can propose changes to their respective major subordinate command planners. If approved, these major subordinate command planners adjust their files and provide the recommended changes to the Marine Expeditionary Force (MEF) headquarters via courier diskette or by modem. MEF headquarters

personnel either approve the recommendation (and include it in their database) or disapprove it (and provide instructions and a return data set restoring the original data). Periodically, the MEF headquarters provides a complete data set to all elements to ensure the integrity of the database.

(3) Major subordinate commands prepare for embarkation by building packages of supplies and equipment and associating the packages with platforms. In the case of mobile loaded items, the platform may be a truck, trailer, van, etc. Packages and platforms are assigned to units and sections within units. Planners compare the equipment requirements for their units with that which the units have planned to embark. Prepositioned supplies can also be allocated to units. Spread load analyses, hazardous cargo identification, and other reports are generated. When the MEF headquarters has approved the plans, an automated interface with the CAEMS is available to help load-plan the ships.

c. **Supporting Documentation**. MDSS II documentation is available for use, including a user's manual and a Problem Oriented Training Manual.

d. **MDSS II Files**. MDSS II uses several key reference tables.

(1) The Tech data table is used as the primary cross-reference file against keyed fields entered in other system tables. Tech data will provide associated information to fill in additional fields in a system table. The primary table, which uses Tech data, is the Unit Deployment List (UDL).

(2) The MRIF table is comprised of equipment records pertaining to the MPF operations. The table is referenced predominantly when MPF work is being done.

(3) The UDL table is the primary working table in MDSS II. This table can be filled with the specific record input by the user either manually or by import of data. The UDL table will provide details on each record such as association type, location, serial numbers and expiration dates.

(4) The Equipment Allowance File (EAF) is used in instances where a unit's equipment and personnel allowances must be accessed in order to provide commanders with relative numbers against existing quantities of equipment and personnel.

6-3. COMPUTER AIDED EMBARKATION MANAGEMENT SYSTEM (CAEMS)

a. CAEMS is an integrated database system, which is one of the LOG AIS family of systems. CAEMS is a tool used for producing MPF, amphibious and MSC ship load plans and associated reports. The following documents are produced by CAEMS:

(1) The Ship's Cargo Manifest.

(2) The Dangerous Cargo Manifest.

(3) The Trim, Stress, and Stability Report.

(4) "Prestow" and "As loaded" Deck Diagrams.

b. As with MDSS II, the functional manager of the CAEMS is the CMC (L). The system sponsor is the COMMARCORLOGBASES.

6-4. RETAIL ORDNANCE LOGISTICS MANAGEMENT SYSTEM (ROLMS)

a. **General**. ROLMS is capable of managing both class V(A) and (W) ammunition and reporting assets simultaneously to both Marine Corps and Navy sites by means of Ammunition Transaction Reports (ATR)/Transaction Item Reports (TIR). The System currently has 3 levels of operability, Full, Intermediate, and Core. Marine Corps units use the Intermediate level for Retail (ASP) and the Core for Using Units/Operations. All levels have selectable applications functionality for the user to choose. ROLMS is a Navy system controlled by the Program Manager's Office, Ordnance Center, Indian Head, Maryland. The Systems Branch of the Program Manager for Ammunition (COMMARCORSYSCOM) must first approve system modification requests from Marine Corps activities (Ground Ammunition) before being forwarded to Program Managers Office, Crane, Indiana.

b. **ROLMS Applications**:

(1) Requisitions.

(2) Receipts.

(3) Issues/Expenditures.

(4) Renovation/Maintenance/Production.

(5) Asset Maintenance.

(6) Inventory.

(7) Reorder/Excess.

(8) Storage Utilization.

(9) Reference Data.

(10) NARS.

(11) Data Download/Upload.

(12) Reports/Retrievals.

(13) Documents/Forms.

(14) Transaction Reporting.

(15) Database Administrator/System Maintenance.

c. **ROLMS Data**. Data that is inducted into the activities ROLMS system updates the internal database automatically. Reporting is generated and all transactions that effect the asset records are then transferred by ATR/TIR to the appropriate facility. ROLMS reports are submitted to the Marine Corps Ammunition Accounting and Reporting System II (MAARS II) and the Conventional Ammunition Integrated Management System (CAIMS) electronically.

d. **ROLMS Reports/Retrievals**. ROLMS has the capability to generate reports or retrievals. A report will be in a defined format with no options available to the user for qualifying data expected. Retrieval allows the user flexibility of qualifying data desired and the criteria for sorting the display. ROLMS processes data as it is entered and data provided on reports and retrievals is current at any point in time. No updates to the database are performed as the result of reports/retrieval generation. Internal to the system is the Oracle Browser, which provides ad hoc reporting capability.

6-5. MATERIEL MANAGEMENT

a. **General**. Materiel management is a dynamic activity that indicates the flow of care-in-storage materiel, monitors work, and measures readiness. In doing so, materiel management

integrates two sub-functions: supply management and maintenance management.

b. **Supply Management**. Within the MARFOR, the Asset Tracking of Logistics and Supply System (ATLASS) provides supply management. ATLASS is a mechanized supply management system developed for use at the intermediate and retail user level of the MARFOR. It is designed to provide mechanized ground supply accounting, total asset visibility, and centralized control for air groups, battalions, squadrons, companies, and combinations of these up to the MEF level. Using units report to a SASSY Management Unit (SMU), which is authorized to make demands on the Department of Defense (DOD) wholesale level on behalf of the MARFOR using unit. In the prepositioning programs, the using units are the MPF's, and the MPS's are the maintenance sites. The SMU supporting the prepositioning programs is located at Blount Island. Supply management is accomplished using ATLASS. ATLASS is currently being developed to provide a deployable, microcomputer-based supply system to support the movement planning, execution, and the early stages of employment of a MAGTF. ATLASS performs the following:

(1) Processes supply requisitions.

(2) Manages assets.

(3) Provides receipt accountability.

(4) Manages materiel storage.

(5) Manages care in storage materiel.

(6) Interfaces with other Marine Corps-wide AIS programs.

c. **Maintenance Management**. Maintenance in the Marine Corps is accomplished in accordance with the Marine Corps Integrated Maintenance Management System (MIMMS). MIMMS is an automated system designed to provide effective maintenance production and engineering practices through the management of resources, training, procedures, and technical documentation. It reflects ground equipment maintenance production and the readiness of selected combat essential ground equipment possessed by MARFOR units. Through an automated interface with ATLASS, MIMMS data pertinent to requisitioning, status, issue, and cancellation of repair parts and reparable items for a particular equipment repair order are provided (hence the

integration of supply and maintenance). All maintenance work performed on prepositioning equipment will be reported via MIMMS, by the MCMC.

(1) Shipboard MCMC's will open ERO's when performing maintenance on equipment. Necessary MIMMS/SASSY transaction data are submitted by the MCMC operator by electronic mail attachment to the port MCMC for MIMMS/SASSY. MPS shipboard MCMC's are currently being provided MIMMS/SASSY software for updating those records on PC's aboard ship.

(2) Upon receipt, the SMU screens the data to eliminate errors, thus preventing rejections later in the automated process. When the diskettes have been purified, the data is transferred to the COMMARCORLOGBASES mainframe computer. The mainframe updates appropriate Marine Corps-wide AIS files, and provides various management and informational reports in addition to activating supply action.

(3) Upon receipt of the requisitioned part in good condition, the AIS operator on the ship completes the necessary transaction, thereby notifying the COMMARCORLOGBASES mainframe that the part was received.

6-6. READINESS REPORTS

a. **General**. For the prepositioning programs, MIMMS generated reports are input into the JCS Status of Resources and Training System (SORTS), which identifies and provides status information on designated military organizations. The MIMMS reports are also fed into the Marine Corps Automated Readiness Evaluation System (MARES).

b. **SORTS**. SORTS is a JCS computer-oriented reporting system which provides identity and status information concerning designated military organizations, Albany provides this data on a monthly basis. Each MPF vessel is included in SORTS. (SORTS information is contained in MCO P3000.13C).

c. **MARES Reports**. Albany provides these reports quarterly. MARES logistics data, although similar in format to SORTS, is not part of the SORTS system. MARES is a command information system with an overall objective of providing information concerning ground equipment. MARES reports are provided to the MEF's, MARFOR Headquarters, Naval Beach Group (NBG), and HQMC. (MARES instructions are contained in MCO 3000.11).

6-7. OTHER AUTOMATED INFORMATION SYSTEMS (AIS)

a. **General**. This section is included to answer questions relating to the application other AIS may have on the prepositioning programs. Some of these AIS affect the MEF's; however, none of them are as integral to day-to-day planning by the MEF/major subordinate element's (MSE) staff as are the previous AIS.

b. **Logistics Management Information System (LMIS).** LMIS is a CMC controlled Class I AIS which contains the 9910 Series Equipment Lists (E/L). The 9910 Series E/L's are the MPF MAGTF's Prepositioning Objective (PO) by MPSRON. The 9910 Series ("H", "I", and "J") Equipment Lists are associated with MPSRON-1, MPSRON-2, and MPSRON-3, respectively.

c. **Conventional Ammunition Integrated Management System (CAIMS).** CAIMS is a Navy automated management information system for conventional ammunition. It is comprised of files containing various elements of data required for worldwide management of Navy munitions. CAIMS contained information of class V(A). Changes to MPF class V(A) data are reported by message to the Inventory Management and Systems Division (IMSD) of the Naval Ordnance Center (NOC), Mechanicsburg, Pennsylvania, on an Ammunition Transaction Report. CAIMS terminals are located at HQMC, MARFOR Headquarters, and the FLTCINC Headquarters. They are not at the MEF's. CAIMS input, storage, and output is classified CONFIDENTIAL. MEF's may request and hold CAIMS reports of its class V(A) stocks.

d. **Marine Corps Ammunition Accounting and Reporting System (MAARS).** The MAARS II system is an ammunition asset management program that is designed to provide equipment/supplies visibility for Marine Corps owned equipment/supplies stored worldwide. The data maintained provides visibility of the physical inventory throughout an items procurement and requisition life cycle. The MAARS II maintains information on equipment/supplies inventories for storage activities on requisitioning, issues, receipts, shipping, and adjustment transactions affecting balances. Although MAARS II maintains inventory balances, storage activities are responsible for the management and accountability of ammunition equipment/supplies.

e. **Theater Army Medical Management Information System (TAMMIS).** The Theater Army Medical Management Information System, referred to as TAMMIS, is an accounting system for

managing class VIII Prepositioned War Reserves (PWR) medical and dental equipment/supplies. (TAMMIS is being replaced by the Defense Medical Logistics Support System (DMLSS) in the near future). Input of data into this system and MDSS II is done by the MCMC at Blount Island. Its data can be provided to MEF's on a read-only basis. TAMMIS accomplishes the following:

(1) Requisitions equipment/supplies from outside sources of supply.

(2) Records receipts and equipment/supplies data (including medical unique quality control data for shelf-life control.)

(3) Prints special reports designed by customers.

(4) Tracks deployed equipment/supplies.

(5) Supplements the normal supply/requisitioning/financial accounting systems of the Marine Corps.

(6) Addresses the requirement to track medical and dental equipment/supplies placed in thousands of containers, each with various combinations of locations and medical unique quality control data.

f. **Support Equipment Resources Management Information System (SERMIS).** SERMIS is used to provide management control of aviation SE. SERMIS provides inventory control, allowances, and on-hand availability of aviation SE. It is a Navy/USMC-wide program and interfaces with the Local Asset Management System (LAMS), described below.

g. **Local Asset Management System (LAMS).** LAMS is used as a management tool to assist aviation SE managers with controlling their equipment/supplies by means of inventory reports. LAMS interfaces with the SERMIS program and is used extensively by ASMB during maintenance cycle evolutions.

h. **Dangerous Cargo Manifesting (DCM) System**. Embarkation personnel build a database based on data extracted from ATS and actual packaging data provided by the MCMC. Stowage locations for containers are from the CAEMS database, which creates the Dangerous Cargo Manifest. The DCM system is then utilized to print Dangerous Cargo Manifests.

APPENDIX A

GLOSSARY OF ACRONYMS

(A)	Aviation
AAA	Arrival and Assembly Area
AAFS	Amphibious Assault Fuel System
AAOE	Arrival and Assembly Operation Elements
AAOG	Arrival and Assembly Operation Group
AAV	Amphibious Assault Vehicle
ABS	American Bureau of Shipping
ACE	Aviation Combat Element
ACMC	Assistant Commandant Marine Corps
ADAL	Authorized Dental Allowance List
AFOE	Assault Follow-On Echelon
AIS	Automated Information Systems
AIT	Automated Information Technology
ALTORDCOM	Atlantic Ordnance Command
AMAL	Authorized Medical Allowance List
ASL	Aviation Logistics Support Branch
ASMB	Aviation Support Management Branch
ASP	Ammunition Supply Point
ATLASS	Asset Tracking of Logistics and Supply System
ATR	Ammunition Transaction Report
ATS	Ammunition Tracking System
BICmd	Blount Island Command
BII	Basic Issue Items
BOG	Beach Operation Group
CAEMS	Computer Aided Embarkation Manifest System
CAIMS	Conventional Ammunition Integrated Management System
CAL	Consolidated Asset Listing
CALM	Computer Aided Load Manifesting
CCI	Controlled Cryptographic Item
CDRMTMC	Commander, Military Transportation Management Command
CE	Command Element
CG	Commanding General
CinC	Commander in Chief
CINCLANTFLT	Commander in Chief, Atlantic Fleet
CINCPACFLT	Commander in Chief, Pacific Fleet
CIS	Care in Storage
CM	Collateral Material
CMC	Commandant of the Marine Corps
CMEL	Contractor Maintenance Equipment List
CMR	Consolidated Memorandum Receipt
CMS	Communications Security Materiel and Equipment

CMS-1	**Communications Security Materiel Systems Policy and Procedures Manual**
CNO	**Chief of Naval Operations**
CO	**Commanding Officer**
COMMARCORLOGBASES	**Commander, Marine Corps Logistics Bases**
COMMARCORSYSCOM	**Commander, Marine Corps Systems Command**
COMMARFOR	**Commander, U.S. Marine Corps Forces**
COMMARFORLANT	**Commander, U.S. Marine Corps Forces Atlantic**
COMMARFORPAC	**Commander, U.S. Marine Corps Forces Pacific**
COMNAVAIRSYSCOM	**Commander, Naval Air Systems Command**
COMNAVFACEMCOM	**Commander, Naval Facilities Engineering Command**
COMNAVMEDCOM	**Commander, Naval Medical Command**
COMNAVSAFCEN	**Commander, Naval Safety Center**
COMNAVSEASYSCOM	**Commander, Naval Sea Systems Command**
COMPSRON	**Commander, Maritime Prepositioning Ships Squadron**
COMSC	**Commander, Military Sealift Command**
CONUS	**Continental United States**
CONPLAN	**Concept Plan**
COR	**Contracting Officer's Representative**
COT	**Container Operations Terminal**
CSE	**Common Support Equipment**
CSSE	**Combat Service Support Element**
D&D	**Dated and Deteriorated**
DCD	**Data Collection Device**
DCM	**Dangerous Cargo Manifest**
DESC	**Defense Energy Supply Center**
DISREP	**Discrepancy in Shipment Report**
DMLSS	**Defense Medical Logistics Support System**
DOD	**Department of Defense**
DODIC	**Department of Defense Identification Code**
DRMO	**Defense Reutilization Management Office**
EAF	**Equipment Allowance File**
EAF	**Expeditionary Airfield**
ERP	**Equipment Reception Point**
FIE	**Fly-In-Echelon**
FLTCINC	**Fleet Commander in Chief**
FltHosp	**Fleet Hospital**
F/L	**Force List**
FM	**Force Module**
FWD	**Forward**
GCE	**Ground Combat Element**
GFE	**Government Furnished Equipment**
GFM	**Government Furnished Materiel**

GSE	**General Support Equipment**
HADR	**Humanitarian Assistance Disaster Relief**
HERS	**Helicopter Expeditionary Refuel System**
HQMC	**Headquarters, U.S. Marine Corps**
IACN	**Individual Activity Code Number**
ILA	**International Longshoreman's Association**
IMO	**International Maritime Organization**
IMDG	**International Maritime Dangerous Goods**
IMRL	**Individual Material Readiness List**
IRMD	**Information Resources Management Directorate**
ISEA	**In-service Engineering Activity**
ISSA	**Interservice Support Agreement**
JCS	**Joint Chiefs of Staff**
LAMS	**Local Asset Management System**
LAP	**Letter of Adoption and Procurement**
LARC	**Lighter, Amphibious, Resupply, Cargo**
LAV	**Light Armored Vehicle**
LCM	**Landing Craft Mechanized**
LE	**Local Element**
LFSP	**Landing Force Support Party**
LMIS	**Logistics Management Information System**
LOA	**Letter of Agreement**
LOG AIS	**Logistics Automated Information System**
LOGMARS	**Logistics Application of Marking and Reading Symbology**
LOI	**Letter of Instruction**
LO/LO	**Lift-on/Lift-off**
LTI	**Limited Technical Inspection**
MAARS	**Marine Corps Ammunition Accounting and Reporting System**
MAG	**Marine Air Group**
MAGTF	**Marine Air Ground Task Force**
MARCORLOGBASES	**Marine Corps Logistics Bases, Albany and Barstow**
MARCORSYSCOM	**Marine Corps Systems Command**
MARES	**Marine Corps Automated Readiness and Evaluation System**
MARFOR	**U.S. Marine Corps Forces**
MARFORLANT	**U.S. Marine Corps Forces, Atlantic**
MARFORPAC	**U.S. Marine Corps Forces, Pacific**
MARSAT	**Maritime Satellite**
MATCOM	**Materiel Command**
MCC	**Movement Control Center**
MCCDC	**Marine Corps Combat Development Command**
MCMC	**Marine Corps Maintenance Contractor**
MCO	**Marine Corps Order**
MDSS II	**MAGTF Deployment Support System II**
MEB	**Marine Expeditionary Brigade**

MEF	**Marine Expeditionary Force**
MEU	**Marine Expeditionary Unit**
MIMMS	**Marine Corps Integrated Maintenance Management System**
MMC	**MPF Maintenance Cycle**
MMF	**Mobile Maintenance Facilities**
MOLT	**Marine Off-load Liaison Team**
MPE/S	**Maritime Prepositioning Equipment/Supplies**
MPF	**Maritime Prepositioning Force**
MPS	**Maritime Prepositioning Ship**
MPSRON	**Maritime Prepositioning Ships Squadron**
MRC	**Maintenance Requirement Card**
MRE	**Meals Ready to Eat**
MRT	**Material Readiness Test**
MSC	**Military Sealift Command**
MSCLANT	**Military Sealift Command Atlantic**
MSE	**Major Subordinate Element**
MSO	**Marine Safety Office**
MTMC	**Military Transportation Management Command**
MTW	**Major Theater War**
MWCS	**Marine Wing Communications Squadron**
MWSS	**Marine Wing Support Squadron**
NALC	**Navy Ammunition Logistics Code**
NAR	**Notice of Ammunition Reclassification**
NAS	**Naval Air Station**
NAVAIR	**Naval Air Systems Command**
NAVCHAPGRU	**Navy Cargo Handling and Port Group**
NAVFAC	**Naval Facilities Engineering Command**
NAVMC	**Navy Marine Corps**
NAVMEDCOM	**Navy Medical Command**
NBC	**Nuclear, Biological, and Chemical**
NBG	**Naval Beach Group**
NEW	**Net Explosive Weight**
NMCB	**Naval Mobile Construction Battalion**
NOC	**Naval Ordnance Center**
NSE	**Navy Support Element**
OIC	**Office-in-Charge**
O&MMC	**Operations and Maintenance Marine Corps**
OPCON	**Operational Control**
OPDEP	**Operational Deployment**
OPLAN	**Operation Plan**
OPP	**Off-load Preparation Party**
PEI	**Principal End Item**
PL	**Publications Listing**
PO	**Prepositioning Objective**
POE	**Port of Embarkation**
POG	**Port Operation Group**
POL	**Petroleums, Oils, and Lubricants**
PPO	**Plans, Policies and Operations**

PP&P	**Preservation, Packing, and Packaging**
PQDR	**Product Quality Deficiency Report**
PWR	**Prepositioned War Reserves**
QA	**Quality Assurance**
QC	**Quality Control**
QIR	**Quality Inspection Report**
RAC	**Readiness Acceptance Check**
RBE	**Remain Behind Equipment**
RFI	**Ready For Issue**
RO	**Responsible Officer**
RORO	**Roll-On/Roll-Off**
ROD	**Report of Deficiency**
ROLMS	**Retail Ordnance Logistics Management System**
ROWPU	**Reverse Osmosis Water Purification Unit**
RTCH	**Rough Terrain Container Handler**
SE	**Support Equipment**
SEB	**Support Equipment Bulletin**
SEC	**Support Equipment Changes**
SECA	**Support Equipment Controlling Authority**
SECREP	**Secondary Reparables**
SERMIS	**Support Equipment Resources Management Information System**
SINGARS	**Single Channel Air Ground Radio System**
SL-3	**Stock List-3**
SLC	**Seabee Logistics Center**
SLCP	**Ship Load and Character Pamphlet**
SLRP	**Survey, Liaison, Reconaissance Party**
SMU	**SASSY Management Unit**
SOP	**Standard Operating Procedures**
SORTS	**Status of Resources and Training System**
SOW	**Statement of Work**
SPCC	**Ship's Parts Control Center**
SSC	**Smaller Scale Contingencies**
SSRI	**Supply System Responsibility Item**
STS	**Ship To Shore**
SURFLANT	**Surface Forces Atlantic**
SURFPAC	**Surface Forces Pacific**
T/A	**Table of Allowance**
TAAT	**Technical Assistance Advisory Team**
TAD	**Temporary Assigned Duty**
TAFDS	**Tactical Airfield Dispensing System**
TAM	**Table of Authorized Material**
TAMCN	**Table of Authorized Material Control Numbers**
TAMMIS	**Theater Army Medical Management Information System**
T/E	**Table of Equipment**
TIR	**Transaction Item Report**
TM	**Technical Manual**

TMO	**Traffic Management Office**
T/O	**Table of Organization**
T/M/S	**Type/Model/Series**
TPFDD	**Time Phased Force Deployment Data**
TSS	**Trim, Stress, and Stability**
UDL	**Unit Deployment List**
UN	**United Nations**
ULSS	**User's Logistics Support Summary**
UURI	**Using Unit Responsibility Item**
(W)	**Ground**
WRS	**War Reserve Stocks**
T/E	**Table of Equipment**
TIR	**Transaction Item Report**
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